SAMSO-TR-76-171

ADA 027767

GENERAL DYNAMICS

Convair Division

A2136-1 (REV. 5-65)

American Company

RANGE SAFETY COMMAND SYSTEM

AIRBORNE

DIFFICULTIES REVIEW

Convair Division	SAMSO-TR-76-171 Issue Date: 15 August 166 [1] GDC-BRW66-013-Bk-2-V-1-13 [2] 780	.7
	IFFICULTIES REVIEW ATLAS BOOSTER	
	BORNE AND GROUND SUPPORT SYSTEMS.	
	воок п.	
ACCESSION fur	GENERAL INFORMATION. Volume XIII.	
DOC Buff Syalica : ; UNAN: DUNCED	Range Safety Command System Airborne Difficulties Review.	
Per thr. on file	Difficulties Reviews	
BY. DISTRIBUTION AVAILABLEITY CHOES		
C.H. ANTH. FOR SYLVAR	CONTRACT/AH04(695)-710	
A		
Approved by	and the same of th	
Approved by B. B. Shaf	Chief of reliability Engineering) (

Expense v. The releases

Lemman Grimmed

191650

BOOK II - DIFFICULTIES REVIEW - AIRBORNE CONTAINS THE FOLLOWING VOLUMES

VOLUME I AIRFRAMES

*VOLUME II ABORT SENSING AND IMPLEMENTATION SYSTEM

VOLUME III AUTOPILOT

*VOLUME IV AUXILIARY POWER SOURCE

VOLUME V ELECTRICAL

*VOLUME VI GUIDANCE

VOLUME VII HYDRAULICS

VOLUME VIII INSTRUMENTATION

VOLUME IX PNEUMATICS

VOLUME X PROPELLANT UTILIZATION

VOLUME XI PROPULSION INTERFACE

VOLUME XII PROPULSION

VOLUME XIII RANGE SAFETY COMMAND

*VOLUMES II, IV AND VI UNDER ONE COVER.

GENERAL INFORMATION

The Difficulties Review encompasses problems gathered from the factory, the field. (ETR and WTR) and UTP. The factory difficulties are limited to "selloff" and rerun composite testing.

In the UTP area, the difficulties were excerpted from Central Test Control Reports, Problem Reports, Supplementary History Sheets and Problem Review Reports.

Field problems for the Difficulties Review have been limited to captive flights, flight readiness firings, actual countdown dual propellant loading, quad tanking, component reliability testing, and flight acceptance composite tests. Difficulties called out in the search for critical weakness program was not documented.

GSE problems shall be limited to ETR Complex 12, 13, 36A and 36B for the present edition. Hereafter only booster difficulties shall be maintained.

Failure analysis reports cover difficulties from the field and factory and may complement the information above.

The GSE Difficulties Review, Book 1 contains 14 Volumes, one volume for each system, under one cover. Each volume is appropriately indexed.

The Airborne Difficulties Review, Book 2 contains 13 volumes. Each volume is under separate cover except Volumes II, IV and VI. Volumes II, IV, and VI are under one cover because of the limited material contained in each volume. All volumes are appropriately indexed.

A guide to facilitate interpretation of data in the Difficulties Review (GSE and Airborne) is part of each book or volume.

DIFFICULTIES REVIEW RANGE SAFETY COMMAND SUBSYSTEMS AIRBORNE

INDEX

4

INDE	X
CONTENTS;	PAGES
I. COMMAND;	0001
II. DESTRUCTOR	0003 - 0006
III. ARMING DEVICE;	0007 - 0014
IV. POWER & SIGNAL CONTROL UNIT. and	0014 - 0026
V. ANTENNA, COUPLER, & RECEIVER.	0027 - 0063
مقاهدة	
I. COMMAND	
Connector Electric	0001
Fuse	0001
Harness/Wiring/Circuits	0001
n. <u>DESTRUCTOR</u>	
Connector Electric	0006
Destructor	0003, 0005.
Destructor Arming Shaft	0005
Destructor Assy Explosive	0004
Fuse	0006
Fuse Holder	0006
Pyrotechnic Primer	0003
Ŕesistor	0005
III. ARMING DEVICE	
Arming Device	0007, 0008, 0009, 0010, 0012.
Bearing	0011
Cannister	0011, 0013.
Diode	0013.
Fuse	0007
Relay	0008, 0009, 0012, 0013, 0014.

III. ARMING DEVICE (Continued)

PAGES

Switch 0007, 0010.

Switch Arm/Safe 0007

Switch Changeover 0012, 0013.

Wiring 0014.

IV. POWER/SIGNAL CONTROL UNIT

Bearings 0016.

Capacitor 0023.

Circuit Board 0015, 0025.

Connector Electric 0017, 0022,

Diode 0014, 0015, 0018, 0019, 0020, 0022,

0023, 0024, 0025.

Fuse 0022, 0026.

Motor 0021.

Plug Electric 0016.

Power Signal Control Unit 0023.

Receiver No. 1 0015, 0028, 0029, 0030.

Relay 0016, 0017, 0018, 0020, 0023, 0024.

Switch Change-over 0020, 0021.

Transmitter 0026.

V. ANTENNA COUPLER RECEIVER

Amplifier 0045, 0046, 0048.

Antenna 0039, 0049.

Antenna Coupler 0061.

Antenna Installation Fingers 0049.

Box Junction 0049.

Cable Coax 0041.

Capacitor 0044, 0057.

Choke 0037.

V. ANTENNA COUPLER RECEIVER	(Continued)				PAC	ES		
Chrystal		0038.						
Circuit Board		0032, 0	0033.					
Coax		0043,	0051.					
Connector Electrical		0027,	0039,	0052,	0053.			
Coupler Ring		0030,	0031,	0033,	0034,	0035,	0036,	0037,
		0038,	0040.					
Diode		0055,	005E,	0058.				
Filter Electrical		0042.						
Fuse		0062.						
Harness Wiring Circuits		0045,	0047,	0054.				
Power Supply		0053.						
Oscillator		0053.						
Receivers		0029,	0032,	0033,	0034,	0036,	0037,	0038,
		0039,	0040,	0041,	0043,	0044,	0045,	0046,
		0047,	0048,	0050,	0052,	0055,	0056,	0063,
		0064.					•	
Receiver No. 1		0028,	0029,	0030,	0031,	0032,	0035,	0044,
•		0051,	0052,	0053,	0054,	0055,	0057,	0059,
		0061,	0062.					
Receiver No. 2		0028,	0054,	0060,	0061,			
Releiver Range Safety		0055,	0063.					
Relay		0048,	0059.					
Transistor		0049.						

0043, 0060.

Tube Electronic

GENERAL DYNAMICS

Convair Division

Subject:

Explanatory Information For Use of Difficulties Review (DR)

Data Tab Runs

This information has been prepared to facilitate use of the <u>DR</u>. It is not intended to describe how the DR was prepared nor the scope of the existing effort.

The Difficulties Review (DR) is presented on a form compatible with automated data processing and printout.

Appearing at the top of the page (outside of blocked-in areas) is the identification of the system and whether it is Airborne or Ground Support Equipment. Appearing with this identification is the date of the document and the page number.

On the right hand side outside of the blocked area, appears the abstract number. An abstract number is assigned to each item of the Difficulty Review to facilitate traceability to the original input document.

Appearing under the major identification are blocks wherein the information on component or system difficulty is identified and explained. Attached are samples of pages coded for reference to the following definitions and explanations:

CODE EXPLANATION

1

This group of blocks callout system, subsystem, test/report number, failed component name, difficulty (Dif) data source, and GDC part number if applicable. Also called out here is the vehicle number, if applicable, and the date of difficulty.

In the same row, the <u>site</u> location, and in case of a flight, captive flight, or countdown, the time will be entered.

The block containing PRI and OTH refer to whether or not the failure is primary or a secondary failure. A secondary failure is to be interpreted as caused by another discrepancy.

The last block in this row is obvious and requires no further explanation:

(2) Refers to a major system of the launch vehicle.

Refers to subsystem of a major vehicle system if applicable, (Booster, sustainer, etc).

GENERAL DYNAMICS

Convair Division

CODE	EXPLANATION
4	Is a report number as opposed to type of report, (UTP, Countdown, Flight, FAR, etc.).
5	Is a type of report, such as a FAR, UTP, FRF, etc.
6 7	Refers to a component part by name.
7	Is a component piece part of the component and referred to by name, (plug, seal, wiring, diode, etc., only where applicable).
8	Is a GDC part number, if applicable.
9	Refers to a site or location at time of discrepancy on the component or vehicle system.
10	Is the vehicle on which discrepancy occurred. Vehicle number listed only if unit was installed on a vehicle at time of discrepancy.
11	Is the vendor part number, if applicable.
12	Is the vendor name, if applicable.
(13)	Is the failure caused by other component or other system. This item defines the failure as secondary or not secondary.
14)	Refers to the primary failure. If item is labeled no, then item (13) may appear as a yes.
	Should item (13) appear as a yes, then an abstract will have been written to identify the cause of failure effecting the component referred to in the Difficulty Review, Item 6. It should be noted that a multiple failure may be recorded in these blocks, (yes/yes), or if a failure did not occur, (no/no).
15)	Defines the failure mode, and if identifiable, the cause is called out. A careful review of the failure mode is made to determine effect on system operation and vehicle effort.

GENERAL DYNAMICS Convair Division

CODE	EXPLANATION
16	Defines the system effect. This effect is the result of the failure mode assigned to the component.
17	Defines the vehicle effect. This effect is a result of the failure mode and the result of the system effect.
	It should be noted that corrective action may be taken whether or not the failure was confirmed.
18	Lists the corrective action. Taken by GDC, the vendor, or both.

3 9 Ξ 9 101174 10000 -763 VACEERS PRI VENDOR NAME OTH VENDOR PART NO FAILURE MODE-OUT DE-SPECIFICATION. BIN 408-0430, PEAR TRANSTENT PREDSURES WERE 4100 TO 4800 PRIS. ALLOWABLE IS 4000 PRIS. ALLOWABLE IS 4000 PRIS. FAILURE MODE_LEAR-TRITERNAL-CONTINUOUS OIL BEEFAGE WAS OBSERVED DURING CHECKOUT. CAUBED ET DEFECTIVE BEAL AT PURPTE ANCE PLASTONE BENSIMS PORT. CORECTIVE ACTION-VENDOR REVIEWED BTOCK OF O-RINGS AND INFORMED THEIR PERBONNEL OF CORRECT BEAL INSTALLATION PROCED UMED. PAILUME MODE-LEAR EXTERNAL. PUMP WAS REPORTED LEARING AFTER NOT FIRING TEST. CASE WAS OVERPRESSURIZED CAUSING DAMAG COMECTIVE ACTION-DEPT 141-3 TO PERFORM RETERT ON TWO LES ADDITIONAL UNITE FROM LOT 13, TO DETERMINE LOT ACCEPTABLE AA-80884-R-EA NO VICKERS VES AA-BOSSS-R-EA FAILUNG MOOC-LEAK EKTERMAL. 6/N 208-0666 FAILED TO MEET CASE DRAIN LEARASE NEGUNEMENTE OF 6.6 6FM OUNIMS FAF-1AF. This unit also failed to meet peak transient pressume requirents. Meter to FFR-4861. 1416 9171 CORRECTIVE ACTION-NO CORRECTIVE ACTION RECONNENDED BINCE DANAGE OCCURNED BUE TO INADVENTENT OVERPRESSURIZATION OF TES VICKERS VED VICAERS ş VENICLE BITE DATE DIF TIME BIF COMVAIR FACTORY CONTAIN 5 640709 ** 00110 1126 CORRECTIVE ACTION-SURMIT ECP 1660 TO REVISE TEST ACCUIREMENTS TO PRACTICAL LEVELS. DIFFICULTIES AF VIEW-MIDRAULIC STRIGH-ALABORME DIF DATA SOURCE FART MUMBER L-00600-13 27-03566-1 £7-06560-1 11-00556-1 134-417 CONTAIN BIVISION TEST/REPORT NUMBER FAILED COMPONENT MANE BOOSTER HTGRAULIC FUNF/SEAL SLY-A9-10-200F MYDRAGLIC PUMP/SEAL HYDRAULIC FUND OPA1910.9 HTDRAULIC PUMP TITAL E TO CASE COTER SEAL. 6787EH 648 - 6787EH STETER EFFECT-ROM 11 111 1111 TORACLIC-A/8 HTORAULIC-A/B HTDRAU, IC-A/B BOOFTER 131 800 FCR 80087EA 4 ම **®** (v) $\overrightarrow{5}$ N X 2

Alle Elisabethan de electrica de la caractella se cuentado

e de la la companya de la companya d

Andreaday annuruming of work.

SEMERAL DYNAMICS CONVAIR DIVISION

11 110 1100

7000 3174

:		DIFFICULTIES REVIEW-MTORAULIC STSTEM-AIRBORNE	RAULIC BTSTEM-AIRBOR	Ä				
i	808-971CK	TEST/ACPOAT NUMBER PAILED COMPOMENT NAME	DIF DATA BOURCE PART NUMBER	DATE DIF TIME DIF	410 3wt1	0 TH 0	PRI VENDOR NAME OTH VENDOR PART NO	
	CORRECTIVE ACTION-BOOST	ER NYDRAULIC FILL AND BLEED PERFORMED.	.00					•
	HTDRAULIC-A/D BOOSTER	PTAG167/PG-x0-01-0AC0	COMPOST TC-FAD/DPL	1910	:	8 8		
	FAILURE MODE-FAIL TO OF MOT BE OPERATED REMOTELY	FAILUME MODE-FAIL TO OPERATE AT PRESCRIBED TIME, TEST WAS MUN WITHOUT BOOSTER HYDRAULICS BECAUSE BOOSTER MPU COULD NOT BE OPERATED REMOTELT. THIS WAS NOTED DURING AUTOPILOT FIRAL ENECAS.	NUN WITHOUT BOOSTER IMAL CHECKS.	HYDRAULICE	DECAUSE	8	TER MPU COM.6	
	SYSTEM EFFECT-OFERATION DOES NOT START.	DOES NOT START.						
 - —	VEHICLE EFFECT-NONE.							
	CORRECTIVE ACTION-BOUL	IR MPU HAND VALVE, KICROSVITCHES VS	AND VS ABJUSTED TO MAKE WIPER CONTACT.	MAKE WIPER	CONTACT			
* 0	MTDRAULIC-A/B BOOSTER	CDC/BRF83-044/01-401-00-39	PLIGHT	990 630701	-38-9	20		•
	PAILUNE MOCE-LEAK. BI M UEMCE.	NYDRAULIC ACCUMALATOR PRESSURE EXHIBITED NO PRESSURE DIFFERENCE DURING THE DIL EVACUATION SCO	ITED NO PRESSURE DIF	PEREMCE DI	AING THE	91-	EVACUATION SEQ	
	BYSTEM EFFECT-POSSIBLE RUALIC STSTEM, STSTEM PE	CONTAMINATION. ALTHOUGH THE PAILURE MODE INDICATES THE POSSIBILITY OF REGHANCE WAS BATISFACTORY.	HODE INDICATES THE	P099181L11		3	AIR IN THE BOOSTER HYD	
	VEHICLE EFFECT-HONE.							
i	CORRECTIVE ACTION-HONE.	THE POSSIBILITY OF CONTAMINATION WAS NOT CONFIRMED BY		ANY OTHER TELEMETRY DATA.	TELEMETR	r DAT		
<u> </u>	NYDRAULIC-A/B BOOSTER	6GC/BRF63-038/82-401-00-177	nimi .	1770	: 3	8 8		•
	FAILURE MODE-OUT OF TOLERANCE, BOOSTER HY ED AN INITIAL MORMAL PRESS, RISE BUT TO A OCCAPED TO 8780 PRIA DURING MEXT 1.3 DEC H.		D ACCUK. PRESS MEABUR. MISP AND MYD. PUMP OUTLET PRESS. MEASUM MISP Lomer (3150 psia) Tham Normal (3300 psia) peak at 2.3 sec. The pre Specific cause umanomm but bymptomatic of umusually meavy demand	PUMP OUTLE BIA) PEAK IC OF UNUI	T PREBB. AT 8.3 M WALLT ME	# KAB	A HJP INDICAT 1E PRESS. THEN ENAND ON EYSTE	
1	P BYSTEM CFFECT-OPERATION C. NO ADVERSE EFFECT NOT	I TOO LOW. BOOSTER HYDRAULIC PRESS. LOMER THAN HORMAL FOR A TIME PERIOD OF	LONGA THAN HORMAL FO	A 4 11MC /	ER 180 94		-1.3 MC 70 1.9 MC	
-	VENICLE EFFECT-HOME.							
	CORRECTIVE ACTION-HOME.							
	ntorau ic-a/e goostga	60/C22M45-015-0A1047-/L4-7MO-01-71 COMPOSITE-PRD/DPL 87	1 COMPOST TE-PRB/DPL	7107	I	28		, -
ل								

V

GENERAL DYNAMICS CONVAIR DIVERSON

19 1UN 1966

		10000					901060			899166					****					
	SITE PRI VENDOR MANE		TOR 010 NOT BLO	A AGENA ADAPTER		IE CHECKED THOM		ME ELECTRICAL C			SEPARATION DES					HE YOUTABE IND	M DECREASE IN			
	OTE	ž š	MALA	8		9 8	9 9	8		<u> </u>	ITAMT			ĺ	8 8		11			
	817E 71ME 01P		16. 300330	E SIMUAT		MARKES SE		04 TO A		264 0067	6 INABVER				FACTORY	36 36 H	8CH8172	HOBLEN.	1	
AIRBORNE	VEHICLE DATE OIF	7107	AT THE 160	E NOSECON		CINECT IN	1860	THE TEST		1040 62 04 21	WE DURIN				1090	TON DIE!	DECREASED	AURE OF P	VOLTABE.	
ETY CORTAND STREET-	DIF DATA BOUNCE PART HUNDER	COMPOSI TE-FACTORY	THE 1.5 AMPS FUSES . FLECT.	STRUCT SIGNAL AT TH	HE REGUIRED.	LL PLUES AND INTERC	COMPOST TE-FACTORY	OPERATE THROUGHOUT	LLED CORRECTLY.	COUNTDOM	6 CONTINUITY TO GRO			FAIRING.	COMPOST TE-FACTORY	E7-36236-601 DC VOLTAGE MRS 700	GE WOLLD RESULT IN IN	REQUIRED TO FIND C	ADJUSTED FOR PROPER	
DIFFICULTIES REVIEW-RANGE SAFETY CORTAND STRIEM-AIRBORNE	TEST/REPORT NUMBER FAILED COMPONENT NAME	60/AA6U83-001-27/FC-CO-02-0071-007 COMPOSITE-FACTORY FUSE	1). BURING POST-COMPOSITE DESTRUCT, THE 1.5 AMPS FUSES AT THE MOSECOME SIMULATOR DID NOT BLO RECORDER MONITORING THIS SIGNAL, DEPLECT.	DOES NOT START. FUSES MONITORING DESTRUCT SIGNAL AT THE NOSECOME SINULATOR OR AGENA ADAPTER	RE-SCHEDULED. POST-COMPOSITE TESTING REGUIRED.	USE MOLDER CAPS WERE REPLACED AND ALL PLUSS AND INTERCONNECTING MARKESSES WERE CHECKED THOR	ANS-0003/FC-CO-02-0013-006 COMECTOR ELECTRICAL	OPERATION-THE RISC BYSTEM FAILED TO OPERATE THROUGHOUT THE TEST DUE TO A LOOSE ELECTRICAL	CORRECTIVE ACTION-THE FAULTY ELECTRICAL CONNECTOR WAS INSTALLED CORRECTLY.	AHE2-0060/76-404-00-F1 HARNESS	FAILUME HODE-CONTANTMATIOM. 306PZ/E AND 306P3/E WERE READING CONTINUITY TO GROUND DURING INADVERTANT SEPARATION DES Truct system apparently due to water condensation.	UMLOG STGML.		PURCE AIR UNS DIRECTED INTO WIRING FAIRING.	AE61-0098/FC-4CO-01-109	ET-SOCIONALE. THE RANCE SAFETY COMMIND DC VOLTAGE MAS TOD LOW DURING THE TEST. THE VOLTAGE MAS D TEST ENUMENT.	BYBICH EFFECT-OFF". FLOM BTOPB PREMATURELY-LOW BATTERY VOLTAGE WOULD RESULT IN DECREASED BENBITLYLTY OR DECREASE IN Ramee over which risc would be able to receive and decode comands.	RESCHEDULED. POST COMPOSITE CHECKS RESUINED TO FIND CAUSE OF PROBLEM.	MAE BAPETY/TLM CONTROL PANEL NAS READJUSTED POR PROPER VOLTAGE.	
	8797EM 908-3797EM	RAMSE SAFETY COMMAND-A/B	FAILURE MODE-OPEN (ELECT) W MOR DID THE DIRECTLINE I	SYSTEM EFFECT-OPERATION (WENTCLE EFFECT-COMPOSITE	CORRECTIVE ACTION-JORN FI	RANCE SAFETY CONNAND-A/B	FAILURE MODE-FAIL DURING CHACTOR IN THE TEST EQUIL	CORRECTIVE ACTION-THE FAI	RANGE SAFETY COMMAND-A/B	FAILUME MODE-CONTAMINATI	STSTEN EFFECT-INFROPER ANALOG SIGNAL.	VEHICLE EFFECT-COUNTDOWN	CORRECTIVE ACTION-NEATED	RANGE SAFETY COMMIND-A/B	FAILURE MODE-OUTSIDE OF 1	SYSTEM EFFECT-OFF" TION I	VEHICLE EFFECT-COMPOSITE	CORECTIVE ACTION-THE RAI	

CONTAIN DIVISION

15 JUN 1966

DIFFICULTIES REVIEW-RANGE BAFETY COMMAND SYSTEM-AIRBORNE

	DILLICH TIES MENICH-MANNE BAFET	EIT COMMAND STOLEN	THE CHAPTER			r
SYSTEM SUE-SYSTEM	TESTARPORT MUMBER FAILED CONFORENT NAME	DIF DATA SCURCE PART NUMBER	VEHICLE VEHICLE	31 TE 196. DIF	SITE PRI VENDOR MANE TIME DIF OTH VENDOR PART NO	
ANGE SAFETT COPPAND-A/B	AE61-0501/FC-4CD-03-093	CORPOST TE-FASTORY	935 610920	\$ £	22	10104
FAILURE MODE-FAIL DURING AND HAIN MISSILE EN VOC L'INE USE OF BREAK REFORE	FAILURE HONE-FAIL DURING OPGRATICH-A DROP OUT OF DESTRUCTS NO. 1 ANY NO. 2 ENABLE AND ALSO FLUCTUATIONS ON INE SCO AMO NAIN MISSILE EN VOC LINES HERE EVIDENT AN RAINE SAFEIT COMMAND MOMER CHANGEOVER FROM INTERMAL TO EXTERMAL DUE TO THE USE OF SPEAR REFORE MARE TYPE TRANSFER SMITCHES IN THE MISSILE ELECTRIC CHECKOUT SET (AGE).	HO, 1 AM) HO, 2 EN- COMMAND PONER CHANCE HISSILE ELECTRIC CI	IBLE AND ALS JOVER FROM 1 MECROUT SET	O FLUCTU NTEAMAL (AGE).	ATIONS ON THE SCO TO EXTERNAL DUE TO	
SYSTEM EFFECT-IMPROPER DISCRETE STANLS.	DISCRETE SIGNILS.					
VEHICLE EFFECT-COMPOSITE	E PESCHEDULED. PARTIAL COMPOSITE RETEST WAS REGUIRED.	TEST WAS REGULACD.				
COLECTIVE ACTION-BREAK T EQUIPMENT.	BEFONE MAKE TYPE POWER SWITCHES MERE REPLACED WITH MAKE BAFORE BAFAN TYPE IN THE GHOUND TES	RE REPLACED WITH MA	IE EKFONE BA	EAR TYPE	IN THE GHOMED TER	
RANGE SAFETY COMMAND-A/B	AA61-0137/PE-403-00-111	COUNTDOWN	111D 1	-1200	22	000000
FAILURE MODE-FAILED TO .	FAILURE MODE-FAILTD TO GYERATE AT PRESCRIBED TINE, ASCO HAS SENT S TINES BUT WAS NOT RECEIVED AT THE BLOCKHOUSE CON SOLE, THE PRIDLEM HAS IMPROPER SETUP OF THE AMP TRANSMITTER.	9 2547 3 18MES BUT	MS NOT PECE	1 VED A1	THE BLOCKHOUSE CO-	
SYSTEM EFFECT-INPROFER	STSTEM EFFECT-1989GFER DISCRETE SIGNALS. ASCO SIGNALS WERE NOT RECEIVED AS EXPECTED ON THE BLOCKHOUSE CONSOLE.	HOT RECEIVED AS EX	PECTED ON TH	E BLOCK	OUSE COMBOLE.	
WEMICLE EFFECT-HONE.						
CORRECTIVE ACTION-SETUP	PROBLEM IN AM TRANSMITTER CORRECTED.	9.				1
RANCE SAFETY COMMAND-A/B	AE81-0093/FC-5C0-02-017	COMPOST TE-FACTORY	17E 610110	FACTORY 25	99	021064
FAILURE MODE-SAIL TO OF TED, AND DESTRUCT 1 AND NO TO BE INTERNITIENT.	FERATE AT PRESCRIPED TIME, AUTOMATIC FUEL CUTOFF 1 AND R DID NOT OCCUR AT 29 SECONDS AS ENFEC R DID NOT OCCUR AT 40 SECONDS AS ENFECTED. THE MODULATION DRANER OF THE CHECKOUT SET NAS FOU	FUEL CUTOFF 1 AND UPECTED. THE MODULAT	e did not or Ion dramen (CUR AT 1	IS SECONDS AS ENTER SECKOUT SET WAS PO	
SYSTEM EFFECT-OPERATION	* DOES NOT START.					
VEHICLE EFFECT-COMPOSIT	VEHICLE EFFECT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING REGUINED.	ING REGUINED.				
CORRECTIVE ACTION-REPLA	ACED ASE HODILATION DRANER.					-1
RANCE SAFETY COMMIND-A/B	A2W-27-245/PC-4CO-01-16	COMPOSTIE-FACTORY	160 980308		22	001044
FALLURE MODE-FAIL TO OF	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME-DUE TO MALFUNCTION OF THE ASE B NOT OCCUR.	LFUNCTION OF THE AG	POLES BUP	LT. AUTO	POMER BUPPLY, AUTOMATIC PURE CUTOFF D	
SYSTEM EFFECT-THPROPER	DISCRETE SIGNALS. FAILTY POMER SUPPLY PREVENTED THE AFTO COMMIND FROM OCCURRING	PLY PREVENTED THE AI	TO COMMIN	FROM OCC	URR1146.	
WENICLE EFFECT-COMPOSITE RESCREDULED.	T RECEDENTS.					
CORRECTIVE ACTION-REPLA	ACED THE POMER SUPPLY. POST-COMPOSITE TESTING REGULINGS.	TE TESTING REQUIRED				
					PASE DOGS	T

Part of the second section is

GENERAL DYNAMICS CONVAIR DIVISION

15 JUN 1966

	DIFFICULTIES PEVIEW-RANGE SAFI	SAPETY COMMAND SYSTEM-	BYSTEN-AINBORNE		
3737EW 348-3737EW	TESTARPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE	PRI VENDOR MANE OTH VENDOR PART NO	
RANGE SAFETT COMMAD-A/8	F1A4275/F1 -2CO-U2-5	COMPOSITE-8 FACT	59 11 500011	9 9	680089
FAILURE MODE-ERRATIC OPEN	OPERATION. THE GROUND CARRIER SIGNAL FREGUENCY GENERATOR EXHIBITED INTERNITIENT CUTPUT.	REGIENCY SENERATOR	EMIBITED SHTERNIT	TENT OUTPUT.	
SYSTEM EFFECT-IMPROMER DI UTS OCCURRED DUE TO THE IN	STSTEM EFFECT-IMPROPER DISCRETE SISHALS, IMADVERTENT AUTOMATIC UTS UCCURRED DUE TO THE INTERMITIENT SIGNAL PREQUENCY GENERATOR.	tic fuel cutoffs we ron.	RE RECEIVED AND DE	AUTOMATIC FUEL CUTOFFS WERE RECEIVED AND BESTRUCT SIGNAL BROPO GENERATOR.	
VENICLE EFFECT-HOME.					
CORFECTIVE ACTION-REPLACE	CORPECTIVE ACTION-REPLACED STOWN, GENERATOR AND RECNECKED SYSTEM OPERATION.	YSTEM OPERATION.			
RAME SAFET) COMMAND-A/B	FTA2262/P2-1CO-01-10	CONTOSTTE-B FACT	10A 1E 571114	NO NO	190009
FAILURE MODE-FAIL TO OPER	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TINE, NO DESTRUCT OR CUTOFF COMMANDS NERE SCHERATED DURING THE AUTOMATIC SEQUENCE DUE TO MISINTSPRÆETATION OF THE PROCEDURE.	T OR CUTOFF COMMAND	IS VERE CENERATED D	URING THE AUTOMATIC	
SYSTEM EFFECT-OPERATION !	CM DOES NOT START. NO DESTRUCT OR CUTOFF COMMINDS WERE GENERATED DURING THE AUTOMATIC SEQUENCE	FT COMMINDS WERE GE	HERATED BURING THE	AUTOMATIC SEBUENCE	
VEHICLE EFFECT-NONE.					
CORRECTI WE ACTION-RERAN	CORECTIVE ACTION-REMAIN THE PORTION THE COMMAND BYSTEN TEST WITH SATISFACTORY RESULTS.	MITH SATISFACTORY	RESULTS.		
RANGE SAFETY COMMAND-A/B DESTRUCTOR	GDC/BRF65-061/B1-401-D0-125 PTROTECHNIC PRIMER	FLIGHT	1250 8-1 850829 1517.4	YES NO	***************************************
FAILURE MODE-FAIL TO OPEN	OPCRATE AT PRESCRIBED TIME, AM APPARENT LOW TEMPRATURE COMDITION AT THE DESTRUCTOR UNIT CAUSE; PRIME IN THE DESTRUCTOR PROTECHNIC TRAIN.	IT LOW TENETRATURE C	OMBITION AT THE DE	STRUCTOR UNIT CAUSE	
SYSTEM EFFECT-OPERATION (ACKAGE DID NOT DETONATE.	ON DOES NOT START. DESTRUCT COMMIND RECEIVED AND ARMING DEVISE ACTIVATED MOMENDA, DESTRUCTOR P. E.	CEIVED AND ARNING D	EVISE ACTIVATED MO	EVER, OCSTRUCTOR P	
WEMICLE EFFECT-NO WEMICLE DESTRUCT.	E DESTRUCT.				_
CORRECTIVE ACTION-ECP 544 PRIMERS (BMD067) IN 0ESS 05TER PELLETS/ NAIN ME DM 1DE GREATER THERML 150LAI	CORRECTIVE ACTION-ECP 5429 (AMB), 3973 AND 3973R-1 (BLV-5) WERE 198UED TO EFFECT THE FOLLOWING CHANKES. INSTALL NEW PRIMERS (BMJD087) IN DESTRUCTOR UNITS, REPLACE RDX BO OSTER FELLETS/ MIN HE CHARGE IF RDX IS CLDER THAN 9 YEARS, REPLACE RDX BO OSTER FELLETS/ MIN HE CHARGE IF RDX IS CLDER THAN 9 YEARS, AND DESIGN NEW DESTRUCTOR MOUNTING BRACKET (AMB) TO PROVIDE GREATER THERMAL ISOLATION BETHEET GAMES TO PROVIDE LOK TANK.	WERE 1354ED TO EFFE TORS IF LEAD AZIDE AND DESIGN NEW DEST HICLE LOK TANK.	CT THE FOLLOWING CO. 15 OLDER THAN 5 YE. RUCTOR HOUNTING BR.	IANEES. INSTALL NEW IRS. REPLACE RDX BO ICKET (AMB) TO PROV	
RANGE SAFETY CONTAND-A/B	A6443-701-31/PC-CO-01-0071-018 BESTRUCTOR	COMPOSITE-FACTORY	7110 080115	YES 80	
PATURE MODE-FAILED TO GE BESTRUCT MO.1 FUNCTION. TE	FAZLURE MODE-FAILED TO CPETATE AT PRESCRIBED TIME, MEDMESTERN RECORDER MONITCRIMS DISTRUCT NO.1 PAILED TO SMOW THE	RH RECORDER WONITON TS 1 AND 8 WENE BEN	ING DISTRUCT NO.S	ALLED TO SHOW THE	

×

SYSTEM EPFECT-OPENATION DOESN'T START.

11.00

13 JUN 1966

	DIFFICULTIES REVIEW-RANGE SAFETY COMAND SYSTEM-AIRBORNE	TY COMMAND BYST	EM-A I RBORNE				
3151EH 3UB-373TEH	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA SOJACE PART NUMBER	VEHICLE DATE DIF	DITE TIME DE	PRI	BITE PRI VENDOR MANE	
VEHICLE EFFECT-COMPOSITE	RE-SCHEDULED. POST-COMPOSITE TESTING REQUIRED.	IS REQUIRED.					00000
COFRECTIVE ACTION-DIFFICU	ULTY COULD NOT BE BUPLICATED. NONEVER, SINCE THE ARNING DEVICE WAS MOST SUSPECT IT WAS REPL	CR. BINCE THE AR	AING DEVICE N	T B MOST	# SO #	CT ST INS REPL	
RANGE SAFETY COMMAND-A/B DESTRUCTOR	/81-440-02-186	CONFOST TE-PRD/DPL	PL 1860 641230		9 9		•110
FAILURE MOSE-GPEN ELECT. A RANGE SAFETY ED SMAP RIMG ALLORING A PLUG TO BE OPEN.	A RAME SAFETY SAFE INDICATION WAS NOT RECEIVED AT THE O AND C CONSOLE DUE TO A DISCOMMECT. US TO BE OPEN. PLUS WAS IN SSE EBUIPMENT.	NOT RECEIVED AT	THE O AND C	CONSOLE	oue 1	O A DISCOURCE	<u> </u>
SYSTEM EFFECT-MONE.							
VEHICLE EFFECT-COLNIBOLA	DELAYED.						
CORRECTIVE ACTION-69E SHA	CORRECTIVE ACTION-63E SHAP RING REINSTALLED AND PLUG RECONSECTED.	con.					
RANGE SAFETY COMMING-A/B	/41-40:-00-210	COUNTDOM	2110 0	A-1	3 8		9 110 0
FAILURE MODE-FAIL TO OPERATE AT PRESCRIB C CONSCLE DIRING THE RANGE SAFETT CHECK.	FAILURE MODE-FAIL TO OPERATE AT PRESCRIDED TIME. NEITHER THE ARMED OR THE BAFE INDICATION MAS RECEIVED AT THE O AND C CONSCLE DURING THE RANGE SAFETY CHECK.	CARNED OR THE B	VE INDICATIO	E S X	CCE I VE	D AT THE O AND	
SYSTEM EFFECT-IMPROPER DISCRETE SIGNALS.	SCRETE SIGNALD.						
WENICLE EFFECT-COUNTDOWN	CCATO.						
CORRECTIVE ACTION-O AND C	C CONSOLE FORTH CYCLED AND BATISFIED ANGED INDICATION RECEINED.	ARMED INDICATE	M RECEIVED.				
RANGE SAFETY COMMIND-A/B	GBATBOELE UTP-PRT DESTRUCTOR ASSEMBLY, EXPLOSIVE, MI ET-DASOG-BOI SSILEBORNE.	UTP-PRT RT-04306-801	641105) 3	ž 8	YES BECKNAMOUNTLE NO Y 101110	2
FALLURE MODE-OUT OF TOLER T ON CONNECTOR MOLD DOMN B T SIGN LETTER ON MANE PLAT	FAILURE MOCE-OUT OF TOLERANCE, DURING ETAMINATION OF PRODUCT THE POLLONING DESCREPANCIES WERE NOTED" NO TORSUE PAIN ON COMMETOR MOLD DOWN SCREWS, INCORRECT HOMENCLATURE OF PART, NO EIPLOSIME CLASSIFICATION, NO STOCK MARGEN NOR RE ISION LETTER ON MANE PLATE, AND SEMENAL BINGHSTOWL OUT-OF-TOLERANCES.	THE POLLOWING HAT, NO EXPLOSED MICES	KOCHEPAKIES F CLABOIPISAT	7 (S)	- 676 - 207	NO TORGUE PAZIN MAGES NOS RE	
COPPECTIVE A ROM-CONFECT	CORRECTIVE A ROM-CORRECTIVE ACTION INITIATED AT BOTH 60/C B.C. AND VENDOR B.C. TO PREVENT RECUMBINES OF THESE DESC EPANCIES.	I.C. AND VENDOR	.c. 10 PREW	NT RECU		OF THESE DESC	

CONVAIR DIVISION

	DITFICULTIES REVIEW-RANGE BAPETY CONMAND SYSTEM-AIRBORNE	PETY COMMAND BYBTEM	A I ROCKINE				
8731EN 348-3731EN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E 11ME 01F	£ 5	PRI VENDOR NAME OTH VENDOR PART NO	
	6951992.1B DESTRUCTOR ARNING BUAFT	UTP-PBT RT-04306-1	641023	J / 03	Š Š	ОССКИАМ•1447 71.E 7 175-90-3	*
FAILURE MODE-FAIL TO OPER ON ARM TO SAFE POSITION. TO TO SWITCH FROM ARM TO SAFE O OVER TRAVEL.	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TINE, DURING SATISFACTORY PERFORMANCE TEST, THE UNIT FAILED TO SMITCH OF ARE AND ON 11-5-63 THE UNIT AGAIN FAILE OF SMITCH PROPERTY ON SAFE POSITION. VENDOR COULD NOT DUPLICATE FAILURE, TESTING MAS RESUMED AND ON 11-5-63 THE UNIT AGAIN FAILE OF SMITCH FROM ARM TO SAFE POSITION. VISASSENBLY REVEALED THAT A LCCK WASHER HAD BEEN ADDED PERMITTING THE SMAFT TO OVER TRAVEL.	TISFACTORY PERFORMAN . TESTING MAS RESUME THAT A LCCK WASHER	CE TEST. 1 D AND ON 1 HAD BEEN A	ME UNIT 1-6-63 T DOED PER	7. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	D TO SMICH FR IT AGAIN FAILE NG THE SMAFT I	
CORRECTIVE ACTION-UN!! RETESTED AFTER ADDING OR THE THICKNESS OF THE LOCK MASHER. THE UNIT IS TO COMPENSATE FOR THE LOCKMASHER. ECP 7579.		A WASHER BETWEEN THE SHAFT FACE AND THE SUPPORTING MUT TO COMPENSATE P PERFORMED SATISFACTORILY, ECP 7379 AUTHORIZED REWORK OF DESTRUCTOR UNI CREATED THE -601 CONFIGURATION MICH SATISFACTORILY PASSED UTP TESTING	NO THE SUF B AUTHORIZE ION SATISF	PORTING ED REVOR ACTORILY	MUT T	O COMPENSATE P DESTRUCTOR UNI ED UTP TESTING	
RANGE SAFETY COMMIND-A/B	A-90-16-050F RESISTER	FAR 27-04306-3	42 1107	8 2	5.8	TES BECKHANNISTINE NO V 175-90-1	25.00
CORRECTIVE ACTION-PROCEDA	EDUNE 27-93403 CHANGED TO WIDEN TOLERANCE OF PIN J TO R TO BE 75K TO 125K.	RANCE OF PIN J TO R	TO BE 75K	TO 125K.			
RAMSE SAFETT COMMONAND DESTRUCTOR	NZ-50-10-043F DE3TRUCTOR	FAR 27-04230F	18 01 39	£	58	AWCO	***************************************
FAILURE MODE-SHORT (ELECT	ECT). THE DESTRUCTOR EMIBITED A BHORT BETHEEN PIN C AND PIN D. IN BEPT. 1965 THE BESTRUCTOR E AMLYSID. THE REPORTED FAILURE COALD NOT DE CONFIRMED.	RT BETYEEN PIN C AND LD NOT DE CONTIRNED.	71 O X14	2.173	3	HE DESTRUCTOR	
CORRECTIVE ACTION-SINCE	E THE FAILURE COULD NOT BE CONFIRMED, THERE WAS NO CORRECTIVE ACTION.	, THENE WAS NO CORRE	CTIVE ACTI	ź			
RANGE SAFETY CONNAIG-A/B	AR141-0-5-21/PC-6CO-02-021	COMPOSTIE-PACTORY	21.F 91.1229	·	ž č		***************************************
FAILURE MODE-FAIL TO OPEN	PERATE AT PRESRIBED TIME. THE 1.5 AMPERE FUSE FOR COMMIND DESTRUCTOR NO.1 FAILED TO OPEN DURI	PERE FUSE FOR COMMIN	D DESTRUCT	 8	FAILE	D TO OPEN DURI	
BYBTEN EPFECT-INPROPER DI	DIRCHETE BIRMALD.						
WHICLE EFFECT-COMPOSITE	TE REPORTULED-COMPOSITE ME-RAM BATILPFACTORILY.	ofacton lets.					
CONTRACTOR WELLOW-MOVING	ACT SCHOOL SECTION OF THE				1		·
						PARE DOOR	

CONTAIN DIVISION

15 JUN 1966

DIFFICULTIES REVIEW-RANGE BAFETY COMMIND SYSTEM-AIRBORNE

3737E# 3UB-3757E#	TEST/REPORT MUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART MUNBER	VEHICLE SITE PRI VENDOR MANE	VENDOR HANG VENDOR PART NO	
RANCE SAFETY CORNAND-A/B DESTRUCTOR	AA81-0199/P4-4C0-09-93 Rac Fuse Holder	COMPOSITE-1 FACT ET-04308-3	930 14 YES 0111E4 NO		
FAILURE MODE-ELECTRICAL OF DESTRUCT COMMAND.	OPEN. INTERMITTENT ELECTRICAL CONTACT CAUSED BY LOOSE FUSE HOLDER. RSC FUSE FAILED TO BLOW	T CAUSED BY LOOSE	TUSE HOLDER. RSC FUSE F.	ALLED TO BLOW	
SYSTEM EFFECT-OFFRATION D	DOES NOT START. REC 1.5 AND TEST PUSE FAILED TO BLOW UPON DESTRUCT COMMAND.	E FAILED TO BLOW U	ON DESTRUCT COMMID.		
WHICLE EFFECT-HONE.					
CORRECTIVE ACTION-LINENGIAN.	•				
RAMS. SAFETY COMMIND-A/B DESTRUCTOR	ARIA1-0-3-11/FC-6CO-03-011 COMECTOR: ELECT.	COMPOSE TE-FACTORY	11F YE6		668071
FAILURE HODE-ELECTRICAL C DISCOVERED THAT PLUE 3048	FAILURE HODE-ELECTRICAL OPEN. THE 1 AMP FUSES IN THE RANGE SAFTY DESTRUCTOR SUBSTITUTION BOX FAILED TO OPEN. 3T MAS Discomered that plue solantify had the open nares. The plue has renorned.	AFTY DESTRUCTOR SU AS REVOIKED.	DSTITUTION BOX FAILED TO	0 OFF. 17 MS	
SYSTEM EFFECT-OFERATION I	DOES NOT START.				
WENICLE EFFECT-COMPOSITE	RESCHEDALED. COMPOSITE RE-RAN.				
CORRECTIVE ACTION-PLUS RENORKED	CHORKED.				
RANCE SAFETY COMMAND-A/B DESTRUCTOR	A2H-27-409/FC-4CO-03-49 FUSE	COSPOSI TE-PACTORY	460 YES 600119 NO		991380
FAILURE MODE-FAIL TO OPEN FUSES IN THE RSC DESTRUCT	FAILURE HODE-FAIL TO OPERATE AT PRESCRIBED THE. THE DESTRUCT SIGNAL AT T PLUS & FAILED TO BLOW ONE OF THE S.S AMP. Fuses in the RSC destruct substitution box.	T SIGNAL AT T PLUS	e PAILED TO BLOW ONE O	F THE 1.5 AIP.	
SYSTEM EFFECT-LOSS OF NEE	STSTEM EFFECT-LOSS OF NEDUMDANCT. NO. 2 DESTRUCT COMMAND FAILED TO BLOW FUSE.	LED TO BLOW PUSE.			
WENTELE EFFECT-COMPOSITE	DELAYED.				
CORRECTIVE ACTION-NOIS. P	POST-COMPOSITE TESTS WERE MADE TO FIND FAILT. DISCREPANCY COULD NOT BE REPEATED.	NO FAULT. DISCREPA	KY COULD NOT BE REPEAT	8.	
RAINE SAFETY COMMIND-A/B	FTAE478/PZ-104-00-10	COUNTDOMN	10A 12 YES 580107 -7800 NO		
FALLUTE MODE-OUT OF TOLEY	FAILUNE MODE-OUT OF TOLERANCE. BYRAY WOLTAGE SIGNAL WAS PICKED UP ON THE YELLOW DESTRUCT BON HETER.	ED UP ON THE YELLO	FESTRUCT BOX NETER.		
SYSTEM EFFECT-OPERATION TO OULD MANE SEEN NO VOLTAGE.	TOO MIGM. BIRAY WOLTAKE SIGMAL MAS DETECTED ON THE YELLOW DESTRUCT BOX METER MAGNE THERE SM:	ETECTED ON THE YEL	ON DESTRUCT BOX METER		
WENTELE EFFECT-COUNTDOMN	delayed. Approximately 18 minites of mold time smared with other problems.	F HOLD TIME SHARED	M TH OTHER PROBLEMS.		

GENERAL DYNAMICS CONVAIR DIVIBION

15 JUN 1966

DIFFICULTIES REVIEW-RANGE BAFETY COMMAND SYSTEM-AIRBORNE

OTH VENDOR MANE	7ES 094031	THE FUSES IN THE IEM INSTALLED.	RESISTON-FUSE CO	7E8 000101	,			YES 60/C 000379	TRATIONAL PERFORM		YE& 040577	POMER CHANGEOVER BATTCH 8-1 MAD A BURNE THE PAILURE MAS NOT CONFIRMED.	
817E TIME DIF		INE FIRING OF 1 FUSES MAD B	KE ACROSS THE	ETR14 Y	T SIGML.			-	AB AFFECT OF	DENTS.	FACTORY Y	HE WAS NOT CO	
ACE VEHICLE	SA 3705E7	AB BENT BUT 1	SO THE VOLTA	ACT 5302 660200	ER & DESTRUCT			631119	NTS. NONE NO.	SICHAL REGULT	434060	HE POLER CHAN	
DIF DATA BOURCE PART NUMBER	CAPTIVE	ESTRUCT COMMIND IN	THE NEXT TEST. AL	COSTOBITE-B FACT	ICED WITH THE NUMB			UTP-PAT 27-36244-5	NBIOML MEANNEDE	UNITS MEET DINEN	FAR 27-36244-9	ERATIVE DECAUSE T MEVER, THE CAUSE	
TEST/REPORT NUMBER FAILED CONFORENT NAME	EN-344/106, D-4 CAPTIVE SA STEW VOLTAGES. BUSPICION WAS UNFOUNDED.	FAILURE MODE-FAILED TO OPERATE AT PRESCRIBED THE. THE DESTRUCT COMMAND WAS SENT BUT THE FIRING OF THE FUSES IN THE BESTRUCTOR BOX WAS NOT ACCOMPLISHED. SYSTEM EFFECT-OPERATION DOES HOT START, A POST TEST EXAMINATION REVEALED THAT IMPROPER FUSES MAD BEEN INSTALLED. VEHICLE EFFECT-NOME.	CORRECTIVE ACTION-PROPER FUSES WERE TO BE INSTALLED FOR THE NEXT TEST. ALSO THE VOLTAGE ACROSS THE RESISTOR-FUSE CO BINATION MAS TO BE INSTRUMENTED.	P4-7CD-01-5302 34/17CH-ARM-3AFE	FAILURE HODE-DURING RSC TESTS DIFFICULTIES WERE EXPERIENCED WITH THE MUNGER E DESTRUCT SIGNAL. STSTEM EFFECT-LOSS OF REDUNDANCY.	נינס.	IRM SWITCH MAS REPLACED.	09C4600 ARNING DEVICE	REVEALED 5 CUT-OF-TOLERANCE DIMENSIONAL MEANADIENTS. NOME MOULD AFFECT OFFRATIONAL PERFORM	CTION DIRECTED TO ASSURE THAT ALL UNITS WEET DIMENSIONAL REGUINDIENTS.	SLV-AB-18-131-P ARNING DEVICE, BASTCH HOTOR	. OPEN. THE ARMING DEVICE MAG INCPERATIVE BECAUSE THE POMER CHANGEOVER BHITCH 8-1 MAI 'CR. THE FAILURE MAS CONFIRMED, MOMENTA, THE CAUSE OF THE PAILURE WAS NOT CONFIRMED.	CORRECTIVE ACTION-NO CORRECTIVE ACTION WAS TAKEN.
3797EH 340-3737EH	CORRECTIVE ACTION-INVEST RANCE SAFETY COMMAND-A/B DESTRUCTOR	FAILURE MODE-FAILED TO O DESTRUCTOR BOX WAS NOT A SYSTEM EFFECT-OPERATION VEMICLE EFFECT-NOME.	CORRECTIVE ACTION-PROPER FUSES W	RANGE SAFETT COMAND-A/B ARNING DEVICE	FAILURE MODE-DURING RSC STSTEM EFFECT-LOSS OF RE	WEMICLE EFFECT-TEST ABORTED.	CORRECTIVE ACTION-THE AR	RANGE SAFETY CONNAND-A/B	FAILURE MODE-INSPECTION ANCE	CORRECTIVE ACTION-INSPEC	RANGE BAPETY COMMAND-A/B ARNING DEVICE	PAILURE MODE-ELECTRICAL O	CORNECTIVE ACTION-NO COR

CORPECTIVE ACTION-TOOL LIAIDON REDUCES SOTAS, 14 NAY 1964, RENUCETED A PLANNING CHANGE TO RESUSRE IDENTIFICATION OF

CORVAIR DIVISION

1

13 JUN 1966

YBTEM-AIRBORNE	
COMMAND &	
BAFETY	
REVIEW-RANCE	
DIFFICATIES R	

			9 9 8
SITE PRI VENDOR NAME	DESTRUCTOR MON	COC. T SIMULATOR AN RE FAILURE NAD	CE DISCOMECT N NIME 10 KIL UNCONTRED. I DATACTS IN THE
£ 5	E E E E	YES GOC BOO BYRUCT B ES THE F	25 T T T T T T T T T T T T T T T T T T T
	FACTORY THE NUMB IN R MTACTS.	FACTORY TO THE DE TO THE D	FACTORY THE COPE ID 100, P TAILURE STIME REL SCIIVE AC MIR HOW A OW 4-1 ARMS
VEHICLE DATE DIF	299D 950E19 7PUT FROM ANED CONTR E RELAY CO	# # # # # # # # # # # # # # # # # # #	EDAD FAC 641130 EFENTS AT THE SHOULD READ I ADENAL. THE FA ALY BY STICKIN 69-0089- MTR 69-0089- MTR 11 11 11 12 13 14 15 16 16 16 16 16 16 16 16 16 16
DIF DATA SOURCE PART NUMBER	FAR E7-30244-1 D THEN 1T HAD NO OL D THEN LOST, THE BL OULD HAVE BURNED TH RESOLVED, THENE MAS	FAR P7-36244-9 IID NOT PASS THE DESTRUCT SIGNAL TO THE CONFIRMED, ALTHOUGH ALL EVIDENCE INDIC THERE LAS NO CORRECTIVE ACTION, MOLEYER THE POTENTIAL PROBLEM OF CORRODED PINS.	FAR E7-36244-3 E04D FACTORY YES E7-36244-3 641130 ND WEN RESISTANCE MEASUREHENTS AT THE UPPER-STACE DISCONNECT RILOWS. BOTH READINGS SHOULD READ 100, PLUS OR NIMUS 10 KI SISTANCE READINGS SHOULD READ 100, PLUS OR NIMUS 10 KI SISTANCE READINGS WERE NORMEL. THE FAILURE MS UNCONTINED. OMETER BCALE OR FOOSIBLY BY STICKING RELAY CONTACTS IN THE FAR 68-0089- WIR YES E7-38244-8 1 NO CORRECTIVE ACTION. FAR 68-0089- WIR YES E7-38244-8 1 NO BADAR ANTER FUSE WHICH TO AN ASSENBLY FOR A P/N E7-36244-1 ARNING DEVICE BEING IN
TEST/REPORT NUMBER FAILED COMPONENT NAME	ANTIMEDEVICE ANNINGDEVICE, RELAY E7-36244-1 650219 FACTORY VES RAILURE MODE-FAIL DURING OPERATION. THE ARMING DEVICE FAILED WHEN IT HAD NO OUTPUT FROM THE NUMBER E DESTRUCTOR MON TOR, PIN H. J-23. THE FAILURE WAS CONTRET. A SHORT CIRCUIT COLLD HAVE BURNED CONTACTS. IN RELAY CONTACTS. CORRECTIVE ACTION-SINCE THE EXACT CAUSE OF FAILURE WAS NOT RESOLVED, THERE WAS NO CORRECTIVE ACTION.	THE ARMING DEVICE OF THE FAILURE WAS NOT CONTINUED. THE THE AMELYAIS AND	EVICE FAILER OF, READ 10 MMECTED, ACI DING OF THE COULD NOT HE COULD NOT B ATTRIBUTES
3137EN 3UB-3737EN	RANGE SAFETY COMMAND-A/B ARNING DEVICE FAILURE MODE-FAIL BURING 170R, PIN H, J-23, THE FA E THE FAILURE BY PREVENTY CORRECTIVE ACTION-SINCE	RANGE SAFETY COMMAND-A/B SLV-AS-18-18-18-18-18-18-18-18-18-18-18-18-18-	RANGE SAFETY COMMAND-A/B LV-49-18-127-F ARNING DEVICE RELAY FAILURE MODE-OUT OF TOLERANCE. THE ARNING D PLUE J-108, PINS B TO F AND PINS LITTLE B TO ONNS. WHEN A SUBSTITUTE ARNING DEVICE WAS C T COALD HAVE BEEN CAUGED BY AN INCORRECT REA ARNING DEVICE. CORRECTIVE ACTION-SINCE THE CAUGE OF FAILUR RANGE SAFETY COMMAND-A/B SLV-60-18-116-F ARNING DEVICE FAILURE MODE-FAIL DURING OPERATION, THE ARN BINNEATES MISSILE DESTRUCTOR. THE PAILURE I TALLED IN THIS P/M ET-56244-5 ARNING DEVICE.

19 JUN 2006

9987 207 61	DIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRBORNE	ITY COMMAND BYSTEM-	A J RBORNE			
8737EH 8U8-3YSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DISTRIBUTE DE	E 0	VENDOR HANK VENDOR PART NO	
MANING DEVICES BEFORE FU	FUNCTIONAL TESTING. EOF 325.13 WAS CHANGED 19 MAY 1964 TO INCLUDE A RESISTANCE CHECK OF THE -	NGED 19 MAY 1964 T	O INCLUDE A REST	BTANCE CHEC	K OF THE -	10100
RANE SAFETY COMMAND-A/B AFMING DEVICE	SLY-90-18-115-F ARMING DEVICE, RELAY	FAR 27-30244-5	69-0098- VIR 01 640408	5 d		
FAILURE MODE-ELECTRICAL OPEN CONTACT IN RELAY K-E NOME WAS FOUND IN THE REL	FAILISE MODE-ELECTRICAL OPEN. THE ARMING DEVICE WOULD NOT PASS A DESTRUCT SIGNAL. THE FAILURE HAS ATTRIBUTED TO AM PER CONTACT IN RELAY R-E, COUCH 48378. THE MOST PROBABLE CAUSE OF THE OPEN CONTACT IS A FOREIGH PARTICLE, ALTHOUGH KINE HAS FOUND IN THE RELAY. THE REASON FOR CHARRED MIRES IN THE ARMING DEVICE HAS NOT FOUND.	ISS A DESTRUCT SICK LISE OF THE OPEN CON THE ARMING DEVICE .	AL. THE FAILURE TACT 18 A FOREIG MAS NOT FOUND.	FAILURE HAS ATTRIBUTED TO AN A FOREIGH PARTICLE, ALTHOUGH FOUND.	ALTHOUSER	
CORRECTIVE ACTION-SINCE	CORRECTIVE ACTION-SINCE THE EXACT CAUSE OF OPEN PELAY CONTACTS WAS NOT FOUND, THERE WAS NO CORRECTIVE ACTION.	CTS WAS NOT FOUND.	THERE WAS NO COM	RECTIVE ACT	10M.	
RANGE SAFETY COMMAND-A/B	A-99-18-110-F ARNING DEVICE	FAR 27-36244-1	640304 FACTORY	Y YES GOC NO		917760
FAILURE MODE-FAIL DUPING	FAILURE HODE-FAIL DURING OPERATION. THE ARMING DEVICE FAILED EOP 325.13.1, PARAGRAPH 5.3.2, WHEN TRANSIENTS MERE OB Served on the oscilloscope. The reported Failure was not confirmed.) EOP 329.13.1, PAR TRNED.	ACRAPH 5.3.2, LF	EN TRANSIER	178 NEAE 08	
CORRECTIVE ACTION-SINCE INSPECTION SURVEILLANCE	CORRECTIVE ACTION-SINCE THE FAILURE WAS NOT CONFIRMED THERE WAS NO CORRECTIVE ACTION ON THIS ARMING DEVICE. BUT, AM INSPECTION SURVEILLANCE SMEET, GATED 10 APRIL 1964, INITIATED CORRECTIVE ACTION TO MODIFY CABLING ON TASSSS, BAN E.	WAS NO CORRECTIVE.	ACTION ON THIS A	RHING DEVIC	53. BUT, AM	
RANCE SAFETY COMMIND-A/B ARMING DEVICE	LV-99-10-106-F Arnsaptent Tomblay	FAR 97-37009-001	64010E FACTORY	T TES COUCH		
FAILURE MODE-OUT OF TOLERENCE. CR TEST. THE FAILURE IS ATTRIBUT USMER ARM ENERTED A SMALLER CONT	FAILURE HODE-OUT OF TOLERENCE. A SET OF CLOSED CONTACTS IN THE ROTARY RELAY HOMENTARILY OFTH-CIRCUITED DURING A SHO CR TEST. THE FAILURE IS ATTRIBUTED TO AN INDESUATE ADJUSTMENT OF THE PUBHER ARM. WHEN THE RELAY MAS ENERGIZED THE P USHER ARM EXERTED A SHALLER CONTACT FORCE THAN HORMAL.	INE ROTARY RELAY MO ET OF THE PUBHER AR	MENTARILY OPEN-C N. WEN THE AELA	INCUITED DU Y NAS ENERI	ATH A BHO	
CORRECTIVE ACTION-THE VE	VEDOR MAS INFORMED OF THE FAILURE AND ASKED TO MODIFY HIS INSPECTION AND ASSEMBLY PROCEDURES.	ABKED TO HEDIFY HI	D INSPECTION AND	ABSEMLY F	noceburgs.	
 RANCE SAFETY COMMIND-A/B APHING DEVICE	LV-00-10-107-F ARRAPEDVI TCHRELAT	FAR 87-37005-001	GSIELD FACTORY	7 YES COUCH NO 44378	2.0	
 FAILURE MODE-OUT OF SPECI EACH RELAY EMHBITED AN I POR RELAY PULL-IN TIME. TO	FAILURE MODE-OUT OF SPECIFICATION. FOUR RELATS FAILED, 10 DEC.1943, E JAN. 1964, B JAN. 1964 AND 13 JAN. 1964, WAEN Each Relat Emibited am emendine battchime time. The Failumes are attributed to an entremely markou specification Or Relat Pull-In Time. The specification has too marka for relat clobure. Specification reguired revision.	IC.1963, E JAN. 196 RE ARE ATTRIBUTED RELAT CLOBURE, BPE	I. B JAM. 1964 A TO AN EXTREMELY EIFICATION MEDUI	ND 13 JAH. MARROW BPEC NED REVISIO	1964. MEN [F]CATION M.	

15 JUN 1966

DIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRBORNE

	102710	•							•		
VENDOR NAME VENDOR PART NO	ED TO INCREASE		DID NOT OCCUR. R/V SEPARATIO SO THAT IT OPENED INSTEAD OF THE MINAMED SHITCH.	MAS NOT RECEIVED BECAUS	SSARY CORRECTIO	KINETICS NUTE-4	TEST ON RSC ARMING DEVICE (P/N 27-36244-9 POLER CHANGEOVER SATTON ASSENBLED IN THE BURNED NOTOR WINDINGS.	F-4030-SCE ISSUED TO ASSURE THAT ACCIDEN		DAME POLICION	
M CO	TANCE	₽ Q	3	Ď	MECE	5 G	2 X X	787	₽ ₽	4	
BITE PRI	.13 VERE C	081F-2 920	DID NOT O	7 BUT 148.9	MAKE THE	5/8	TEST ON RSC ARNING DEV POLER CHANGEOYER SHITO BURNED NOTOR VINDINGS.	188UED TO	FACTORY	16 OF LOOM THE DEVICE	ACT108.
VEHICI DATE	D EOP 325	109F 031210	SILE TANK CORRECTLY	AUTOPILO	LESTED TO	630930	ST ON RSC LER CHANGE INED NOTOR	F-4030-5CE	630820	ED EVIDENC TOWNEE IN	SAECTI VE
DIF DATA SOURCE PART NUMBER	SAPH 5.6.8.8. 8 AN	A1647	AGENTATION OF MIS PRIEM WAS VIRED IN IN ERROR.	AL WAS BOIT BY THE	-444-E AND MAS REG	UTP-PRT 7-01722-8		CARR	FAR 27-3 0244 -3	E UNS NO LOOSE WA	D. THERE WAS NO C.
TEST/REPORT NUMBER FAILED COMPONENT NAME	FICATION 27-03006, AMENDMENT C, PARACRAPH 3.6.3.2.3 AND EOP 325.13 MERE CHANGED TO INCREASE To 25 MILLISECORDS.	60a-aP264-DU702-601-00-109 RE-ENTRY VENICLE SEPARATION SMITCH	FAILURE WOE-FAIL TO CHERATE AT PRESCRIBED TINE. PLANNED FRAGMENTATION OF MISSILE TANK DID NOT OCCUR. R/V BEPARATION N SWITCH UNICH WUST CLOSE IN CABER TO ENABLE FFAGMENTATION SYSTEM WAS WIRED INCORRECTLY SO THAT IT OPENED INSTEAD OF CLOSING AT R/V SEPARATION. INSTALLATION TO. THE PRACTICE WAS IN ERROR.	NOT RECEIVED. THE FRACHENTATION SIGNAL WAS BENT BY THE AUTOFILOT BUT IN ENABLED.	CORRECTIVE ACTION-850 WAS INFORMED OF THE ERROR IN 1.0. 11N-HV4-2 AND MAS REQUESTED TO MAKE THE MECESSARY CORRECTIONS. ACTION WAS TAKEN TO CORRECT THIS ITEM.	69AZO44.E POJER CHANGE OYER SMITCH-HOTOR	FAILURE MODE-ELECTRICAL OPEN. DURING THE INITIAL BATISFACTORY PERFORMANCE). THE SPECIHEN EMIBITED AN OPEN CIRCUIT DETNEEN BAND R OF PLUE 125. THE ARNING DEVICE FAILED TO TRANSFER COMPLETLY. DIBASSCHBLY OF BAITCH REVEALED	RANDON FAILURE. TEST CONTINUED WITH NEW UNIT. CARRICES TO BOTH WINDINGS OF NOTOR WILL NOT OCCUR. (REF')	A-DB-18-088-P ARNING DEVICE	FAILURE HODE-CONTANINATION. THE ARNING DEVICE REPONTEDLY FAILED WHEN IT SHOWED EVIDENCE OF LODGE NARDWANG POLLONING Vibration tests. The reported failure was unconfirmed. There was no loose mardwane in the device.	THE REPORTED PAILURE WAS UNCOMPTRINED, THERE WAS NO CORRECTIVE ACTION.
8737EM 508-5737EM	VEHICLE EFFECT-NOW. CORRECTIVE ACTION-SPECIF THE PULL-IN TIME FROM 20	RANGE SAFETY COMMAND-A/B	FAILURE MODE-FAIL TO CHE N SMITCH MAICH MUST CLOSE CLOSING AT R/V SEPARATIO		CORRECTIVE ACTION-830 WM	RANCE SAFETY COMMAND-A/B	FAILURE MODE-ELECTRICAL). THE SPECIMEN EMHBITED ARNING DEVICE FAILED TO 1	CORRECTIVE ACTION-NUME, TAL APPLICATION OF VOLTAGE	RANGE BAFETY COMMOND-A/B	FAILURE MODE-CONTABINATI VIBRATION TESTS. THE REI	CORRECTIVE ACTION-BINCE

PASC 0610

GENERAL BYNAMICS CONVAIR DIVISION

15 JUN 1966

DIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRBORNE

SYSTEM SUD-8YSTEM	TEST/REPORT NUMBER DIF DATA SOURCE VEHICLE FALLED COMPONENT NAME PART MUMBER DATE DE	DIF DATA SOURCE PART NUMBER	VEHICLE 811E PRI 0ATE 01P 71ME DIP OTM	311E 71ME DIP		VENDOR NAME VENDOR PART NO	
RAME, SAFETY COMMAND-A/B ARNING DEVICE	SP-A8-16-067-F SMITCH, CHANGEOVER-BEARING	FAR 27-36244-3	930914	FACTORY	468		••••
FAILURE MODE-STRUCTURAL. 18 ATTRIBUTED TO A BRONEN TIME BOARD AND BEARING FL	FAILURE HODE-STRUCTURAL. THE ARMING DEVICE FAILED DUE TO AN OPEN CIRCUIT BETHEEN PINS S AND R OF J-25. THE 18 attributed to a bronen bearing in the Pomer Chambeover Bui tch. Th e be aring was bronen by Misalichment of Tink board and bearing flanke.	I OPEN CIRCUIT BETAEL ATCH. THE BEARING W	CH P1165 8	AND R OF BY HISAL		FAILURE THE HOUR	
CORRECTIVE ACTION-THE VE AS ALL HOLES CRITICAL TO	CORRECTIVE ACTION-THE VENDOR TOOLING MAS IMPROVED. THE IMPROVED TOOLING ELIMINATES THE POSSIBILITY OF MISALIGNMENT, AS ALL HOLES CRITICAL TO ALIGNMENT ARE DRILLED AT ONE TIME.	OVED TOOLING ELININ	ITES THE P	0651811.1	IY OF HISAL	JCHNENT,	
RANCE SAFETY COMMAND-A/B ARMING DEVICE	SP-99-18-083-F Canister	FAR 27-36244-1	614069	FACTORY	YES MO		664035
FAILURE MODE-CONTANTNATI WIT. THE FAILURE IS ATTRI LONED SOLDER TO FLOW AROU 1STE.	FAILURE MODE-CONTANIMATION. THE ARHING DEVICE FAILED WHEN IT SHOWED EVIDENCE OF LOOSE PARTICLES INSIDE THE SEALED U MIT. THE FAILURE IS ATTRIBUTED TO AN IMPROPER FIT BETHEEN THE ARNING DEVICE HOUSING AND THE LID. THE IMPROPER FIT AL LONED SOLDER TO FLOW AROUND THE INSIDE OF THE SEAN, THE SOLDER LATER BROKE LOOSE AND MAS FREE TO MOVE INSIDE THE CAN ISTE.	IT SHONED EVIDENCE OF LOOSE PARTICLES INSIDE THE SEALED U RE ARNING DEVICE HOUSING AND THE LID. THE IMPROPER FIT AL NER LATER BROKE LOOSE AND MAS FREE TO MOVE INSIDE THE CAN	1 LCOSE PA 1146 AND THE 2 AND THIS	RTICLES HE LID.	INSIDE THE SCALED V THE IMPROPER FIT AL MOVE INSIDE THE CAN	SEALED U R FIT AL THE CAN	
CORRECTIVE ACTION-INSPECTION PERSONNEL N CHANGE REQUEST 13756 DATED NAY 26, 1964, RING THE ARNING DEVICE END PLATES TO THE	CORRECTIVE ACTION-INSPECTION PERSONNEL WERE ALERTED TO CAPETULLY SCRUTINIZE THE LID AND CAHISTER BURFACES. PLANNING CHANCE REQUEST 13756 DATED MAY 26, 1964, INITIATED INTO OPENATIONAL PLANNING THE NEW PROCEDURES FOR INDUCTION SOLDE ING THE ARMING DEVICE END PLATES TO THE CASE.	FULLY SCRUTINIZE TH DIATIONAL PLAINING T	E LID AND VE NEW PRO	CANISTER CEDURES I	SURFACES.	PLANNING ON SOLDE	
RANGE SAFETT CORNAND-A/B ARNING DEVICE	A-88-18-004-F	FAR 7-01782-5	630629	FACTORY	YES 4 INETICS 100 7-572-4	5 →	***************************************
FAILURE MODE-OUT OF TOLO AB SLOWER THAN SPECIFIED 6 DEVICE MAS REFAIRED, TH	FAILURE HODE-OUT OF TOLORENCE. THE POWER CHANGEOVER BUITCH REPORTEDLY FAILED WHEN THE ACTUATION TIME OF RELAY K-1 W AB SLOWER THAN SPECIFIED IN EOP 329.13. BINCE THIS SMITCH DOES NOT AFFECT ACTUATION TIME OF THE RELAY, AND THE ARMIN 6 DEVICE WAS REPAIRED, THE FAILURE. ANALYBIS COULD NOT BE COMPLETED.	REPORTEDLY FAILED W X5 NOT APPECT ACTUA MPLETED.	EN THE AC	TUATION OF THE IN	INE OF REL	AY K-1 W ME ARNIN	
CORRECTIVE ACTION-NO COR	CORRECTIVE ACTION WAS TAKEN BECAUSE THE PAILURE WAS NOT CONFIRMED. AND THE ANALYSIS COMED NOT	NE PAILURE WAS NOT CO	ME TRIED.	AND THE	NALT818 CO	ALD NOT	
RANGE SAFETY COMMAND-A/B	A-99-18-077-F Beitch, Chaweeover-Bearing	FAR E7-36230-5	63 03 6.	FACTORY	7E.8 HO		
FAILURE MODE-BYRUCTURAL. 1 3 Y OF PLUS P-4. AMALYBIS A BROWEN BY MIGALIGHSENT OF	FAILUNE MODE-BINUCTURAL. THE POWER-AND- BIGHAL CONTROL UNIT FAILED WHEN THERE WAS AN OPEN-CIRCUIT BETHEEN PINS F AN 3 Y OF PLUS P-4. AMALYSIS ATTRIBUTED THE FAILURE TO A BROKEN BEARING IN POMER CHANGEOVER BYITCH D-2. THE BEARING WAS DROKEN BY HISALIGHBENT OF THE NOUNTING BOARD AND MEARING PLANDE.	FAILED WIEN THERE ! I BEARING IN POLER CI ANSE.	AS AN OPE INNECOVER	N-CIRCUL	T BETWEEN F	INS F AN	

15 JUN 1986

LINE RT NO	1 NA TE	\$ 9 9 9	188 B 1-25 25-4 25-4	GEBRANCE 000757	8	A 48 9 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8			70	
PRI VENDOR MANE.	THE SHITCH, THE THPROVED TOOLING ELININATE	7E9 6DC	BETACEN P E AND N OF N THIS ET-	VES COUCH ORD	TY. FAILUR	YES FJMETICS NO TRIBUTED TO T		7E8 9DC NO	DUMMTITY O	17ER MOT 8
PRI OTT	6 5	5 5	7 C C C C C C C C C C C C C C C C C C C	Ş	* * * * * * * * * * * * * * * * * * *	5 S FF		ž č	ė	CANI
817E 71ME DIF	E IMPROVE TEME.	PACTORY	OPEN C18	PACTORY	10w BENS1	FACTORY . CAUSE A		FACTORY	AS REPORT	TED THAT
VEHICLE DATE DIF	SMITCH, TH	630401	MS WES AN IRES COME.	#303E	LIC VIGRAT	630315	Ŕ	P12130	N GNA 2	NO RESULES
DIF DATA BOURCE PART NUMBER	USED IN THE MANUFACTURE OF THE SMITCH, THE 1MP CRITICAL TO ALIGHMENT ARE ORILLED AT OME TIME.	FAR E7-36244-3	OUT BECAUSE THERE IN TAIL THERE NO WING DISTRIBUTION OF THE PERSON OF TH	D IN THE EGY.	CONTACTS 5 AND 6 /	FAR 33-38041-1 DUNING PRODUCTION P	EN CORRECTIVE ACTIC	FAR 27-30244-1	S AND K, B AND W, W AND K WAS REPORTED. QUANTITY OF BOLY OF PATHS.	INSPECTION. 60/C /
TEST/REPORT NUMBER FALLED COMPONENT MANE	CORRECTIVE ACTION-THE VENDOR IMPROVED TOOLING USED IN THE M. THE POSSIBILITY OF HISALIGNMENT AS ALL HOLES CRITICAL TO A	SP-A9-18-071F ARNING DEVICE	FAILURE MODE-OPEN (ELECT). THE ARMING DEVICE FAILED A CHECKOUT BECAUSE THERE WAS WES AN OPEN CIRCUIT BETWEEN PINS B AND C OF J-27, AND PINS E AND N OF J-25, ANALYSIS SHOWED THAT THERE WERE NO WIRES CONNECTED TO PINS E AND N OF J-25 THE CAUSE OF FAILURE WAS ATTRIBUTED TO AN ASSEMBLY FOR A 27-36244-1 ARMING DEVICE BEING INSTALLED IN THIS 27-36244 S ARMING DEVICE.	SOLING OF RESISTANCE READINGS REGUIRED IN THE CO-	FAILURE MODE-FAIL DURING OPERATION-REPORTED FOOM CLOSING OF CONTACTS S AND 6 AND VIBRATION SCHSTTIVITY. FAILURE COU D NOT BE CONFIRMED. CORRECTIVE ACTION-LHRINDAN	SP-99-18-067-F SMITCH-CHANGEOVER SMITCH-CHANGEOVER 19-38041-1 NO T) FROM PIN CE TO CS CAUSED DAMAGE DURING PRODUCTION HYPOT TEST. CAUSE ATTRIBUTED TO THE	REVIEWED HYPOT TESTING AND HAS TAKEN CORRECTIVE ACTION.	A-90-16-032-F ARHING DEVICE	FAILURE MODE-ELECTRICAL SMORT, HIGM RESISTANCE BETNEEN PINS S AND K; .nt in camister dissolved Paint ANY CORATED BLECTRICAL LEARAGE PATHS.	89-18-38 KESUESTED MOTR STRIMBENT INSPECTION. 60/C AVO RESUESTED THAT CANISTER MOT BE IMM
3757EM 546-5757EM	CORRECTIVE ACTION-THE VENDOR IMPROVED TOOLING	RANGE SAFETY COMMING-A/B	FAILURE MODE-OFEN (ELECT). AND C OF J-27, AND PINS E. THE CAUSE OF FAILURE WAS. -3 ARMING DEVICE.	ANGE SAFETY CONNAND-A/B BP-1	FAILURE MODE-FAIL DURING (LD NOT BE CONFIRMED, CORRECTIVE ACTION-LHKNOAM)	RANGE SAFETT COMMAND-A/B SYARMING DEVICE 91 FAILURE MODE-SMORT (ELECT) NOOR.	CORRECTIVE ACTION-VENDOR RE	RANGE SAFETT COMAND-A/B APHING DEVICE	FAILURE MOE-ELECTRICAL SMORT. EMT IN CANISTER DISSOLVED PAINT	CORRECTIVE ACTION-RAR A-99-

CENERAL DYNAMICS CONVAIR DIVIBION

13 JUN 1966

DIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRBORNE

STOTEM SUB-STSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOUNCE PART NUMBER	VEHICLE DATE DIF	317E 71ME 01F	PRI VENDOR NAME OTH VENDOR PART NO	
EFSED IN SOLVENT.						57.
RANCE SAFETY COMMAND-A/B	A-90-14-047f D170E	FAR E7-36519-1	1390	E 17	YES GOC NO	•
FAILURE MOE-FAIL TO OF ISMED DURING CMECK CUT.	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME-TANK PRAGMENTATION ARM AND ENABLE UNIT BAFE LIGHT ON GSE WAS EXTIME UISHED DURING CHECK CUT. CAUSED BY A DICDE INSTALLED BACKMARDS. DICDE MARKED IMPROFER.	NTATION ARM AND EN- IDS. DICOE MARKED II	IBLE UNIT S.	F (1941	ON 68E 448 EXTIN	
CORRECTIVE ACTION-VENDOR	M TIGHTENED THEPECTION AND INPROVED TEST PROCEDURES TO PREVENT MISMARKED DIODES FROM REACHIN	TEST PROCEDURES TO	PREVENT MS	SMARKED D	JODES FROM REACHI	
RANCE SAFETY COMEND-A/B	NZ-90-16-048-F ZMTN6 DEVICE, RELAY	FAR 27-36244-1	1390	ATP.	YES NO	9899
FFILURE MODE-OPTH CIPCUIT GEMICE: ANALYSIS TRACED T	HIT. FURING CHECKENT AN CHEM-CIRCUIT WAS FOUND BETWEEN PINS L AND F OF RELAY K3B OFTHE ARMING. THE DISCREPANCY TO CONTEXTINATION OF THE NORMALLY-CLOSED CONTACTS OF RELAY K-2.	WS FOUND BETWEEN !	THS L AND O	OF RELAY	y k3b oftwe armin K-2.	· 40
CORRECTIVE ACTION-SINIE PH DON MAS SENT THE RESULTS OF	THE CONTANIMITEM MATERIAL MAY LOST DURING AMALYSIS MO CORRECTIVE ACTION MAS TAKEN. THE VEN	I DURING ANALYSIS M) CORRECTIV	: ACTION	MS TAKEN. THE VE	
RANCE SAFETY COMMAND-AUB	NG-90-18-064-F SMI TCH-CHAMEGOVER	7AR 27-54244	1950	£	YES GOC NO	•
FILURE MODE-SLECTRICAL O THE MOTOR NAS BURNED OPEN CORPECTIVE ACTION-UNKHOMM	FAILURE MODE-SCECTRICAL CREM. SWITCH MOULD HOT DRIVE TO EITHER THE INTERNAL CO EXTERNAL POSITION. THE CENTER TAP OF THE NOTOR NAS BURNED OPEN CAUSE COLLS NOT BE DETERNINED.	VER THE INTERNAL, CS	EXTERNAL !	08111 9.	THE CENTER TAP CI	
TAME SAFETY COMAND-A/B	A-98-16-329-F CANISTER	FAR 27-38244-1	325	ETA	/ES 40C	3
FAILUFE MODE-FAIL DURING OPER BWITCH WITCH IN TURNED ARMED ALYBIB THE BWITCH WAS REMOYED	FAILURE MODE-FAIL DURING OPERATION. BURING A TLM COMPATIBILITY TEST IT MAS Smitch witch in Turned armed the missile. The missile safe light on the RP Lysis the smitch was removed from the arming device and operated Alomerly.		NECESSARY TO ACTUATE SYSTEM PANEL FAILED :	ICTUATE 10 VALLED 70 13 NOT CO	NECESSARY TO ACTUATE THE RF SYSTEM READY SYSTEM PANEL FAILED TO ILLUMINATE, IM AN THE PAILURE MAS NOT CONTRINED.	
CURRECT VE ACTION-BING	THE PAILURE COULD HOT BE DUPLICATED IN ANALYSIS, THERE WAS NO CORNECTIVE ACTION.	NE PERLAND. TERR	NAS NO CO	INCC 11 VE	MC1104.	
					PAGE 0013	T_

CONVAIR DIVISION

					***************************************		5			24 104		
	PRI VENDOR NAME OTH VENDOR PART NO	VEB CONVAIR NO	THAT ONE ARMING BUTTON PIELD WINDING DURING H	POLER DISTRIB	YES 40/C	8ECTION 0-1 -0A	YES 60/C NO	8 BOOSTER 164EN	RIED ON WICHEV	YE8 60/C	PROBABLE CAUSE WAS TESTING ERROR IN	11
		ž Š	F 9	Ş.	7. 6	•	ភូទ	1	DE 70	7,	Ş	3
	817E 718E DIF	FACT.	HOLED THAN	OF CABLES	FACTORY	MT AV-62-	FACTORY	AND ON AN URRENT.	-c rowan	-	CAUSE LA	TACE AND
-AIRBORNE	WEMICLE DATE OF	005045	INVESTIGATION BHOKED THE ARN BNITCH HOTOR	T NUMBER		ENS DOCUME	121099	KCESSIVE C	MIBBILE D	631160	PROBABLE	MOFER VOL
ETY COMMAND BYSTEM	DIF DATA BOURCE PART NUMBER	FAR E7-81024-11	OT A SHORT. INVESTO	E RENOVAL OF CORREC	FAR 27-36244-801	IN CHECKED TO PARAMETERS DOCUME. RELAY KI. THIS FAILURE INFORMATION CHEY.	FAR : 27-36236-621	AIR COMBINED SYSTED RNED OPEN DUE TO EI	ED TO REQUIRE MAIN	C19-PA1 87-04889-618	EB CR-11 AND CR-12. MEVERSED POLARITY.	TIONS IN APPLYING F
DIFFECULTIES REVIEW-RANSE SAFETY CONNAND SYSTEM-AIRBORNE	TEST/REPORT MUMBER FAILED COMPONENT MANE	ab-10-004 Buttch-arm/bafe, Wirtwg	FAILURE MODE-ELECTRICAL SMORT, UNIT REJECTED FOR INDICATION OF A SMORT, MOTOR BRUSH WIRE WAS APPLIED TO BOTH SIDES OF 1881LE FINAL CHECKOUT DUE TO AN INCORRECT PROCEDURE.	FROCEDURE 27-92038 CHANGED TO INCLUDE REHOVAL OF CCARECT HUMBER OF CABILES FROM POMER DISTRIB INE PSD1, PSD2, PSD3, AND PSD4,	CT-89-10-030 ARNING DEVICE, RELAY	FAILURE HODE-OUT OF TOLERANCE. UNIT WAS D.3 OMS HIGH WHEN CHECKED TO PARAMETERS DOCUMENT AV-02-004, SECTION 8.1.6A SONE CONTAMINANT WAS APPARENTLY ON CONTACTS 12 TO 14, OF RELAY KI. CORRECTIVE ACTION-UNENDING, RELAY MANAFACTUREN ADVISED OF THIS FAILURE INFORMATION ONLY.	CT-11-18-C27 POJER AND SIGNAL CONTROL UNIT, DIG 21-36236-621 DE	OPEN. UNIT WAS REJECTED AT THE CONVAIR COMBINED SYSTEMS TEST STAND ON AN ATLAS BODSTEN WHEN OPEN DIODE: DIODE CR-6 WAS FOUND BURNED OPEN DUE TO EXCESSIVE CURRENT.	CORRECTIVE ACTION-CONFINNED PAILURE. PROCEDURES TO BE REVISED TO REQUIRE MAIN MISSILF, D-C POMER DE TURNED ON MADMEN R THE RSC TEST IS CONDUCTED.	UTP-FAT POMER AND BIGNAL CONTROL UNIT, DIO 27-54238-815 DE	FAILURE MODE-TEST INDICATED OPEN IN CIRCUIT CONTAINING DIODES CR-11 AND CR-12. Which diodes were to subjected excess of rated current with reversed polarity.	LABS DIRECTED TO TAKE ENTREME PRECAUTIONS IN APPLYING PROPER VOLTAGE AND FOLARITY
19 1 M 1966	5737EM 346-3737EM	RANGE SAFETY COMMAND-A/B	FAILURE MODE-ELECTRICAL SE MOTOR BRUSH WIRE WAS BURNE ISSILE FINAL CHECKOUT DUE	CORRECTIVE ACTION-6D/C PROTICES AND UTION TRAILER. CABLES ARE	RANCE SAFETY COMMAND-A/B	FAILURE HODE-OUT OF TOLER SOFE CONTAMINANT LANS APPRICATIVE ACTION-LINEHOMM	RANCE SAFETY COMMIND-A/B	FAILURE MODE-ELECTRICAL OF	CORRECTIVE ACTION-CONFINNED CR THE RSC TEST IS CONDUCTED.	RANCE SAFETY COMMAND-A/B	FAILURE MODE-TEST INDICATE MICH DIGGES MERE TO BUBJE	CORRECTIVE ACTION-TEST LA

GENERAL DYNAMICS CONVAIR DIVIBION

CONVAIR DI

15 JUN 1966

	The state of the s

Let Σ the section of the contrast of the section of the section (x,y,z) .

			-		٢
3131EM 3UG-3131EM	TEST/REPORT MUMBER FAILED COMPONENT NAME	DIF DATA SOUNCE PART NUMBER	VEHICLE SITE DATE DIF TIME DIF	IF OTH VENDOR PART NO	9
RANCE SAFETY COMMAND-A/B	F1A8542/P4-7CO-03-9301 01COE	COMPOSETE-B FACT	9301 14 630709	YES NO	-
FAILURE MODE-ELECTRICAL IGNALS WERE TRANSHITTED.	SHORT. HEASURENENT DIV, RSC CUTOFF CUTPUT, INDICATED RECEIPT OF SECO AND MECO WHEN NO RBC S Investigation revealed that the bloder in the RBC Pomer and Bighal Control unit hab Failed.	CUTPUT, INDICATED R DER IN THE RBC POME	ECETPT OF SECO /	ND VECO MAEN NO REC	• :
STSTEM EFFECT-IMPROPER D UNTIL VECO. AT VECO THE M NER AND MERE NOT GENERATE	STSTEM EFFECT-IMPROFER DISCRETE SIGNALS. AT SECO THE MEASUREMENT WENT TO 80 PERCENT IBW AND REMAINED AT THAT LEVEL Until Veco. At veco the measurement went greater than 100 percent ibw. These discretes were peed in From the Program Her and were not generate from the RSC statem.	DENT WENT TO 80 PE RCENT 184. TWESE DI	RCENT 18W AND PL BCRETES NERE PEI	MAINED AT THAT LEVEL D IN FROM THE PROGRE	
VEHICLE EFFECT-NONE.					
CORRECTIVE ACTION-RSC PO	CORRECTIVE ACTION-RSC POLER AND SIGNAL CONTROL UNIT HAS REPLACED. IR 968962.	LACED. IR 968962.			
RANGE SAFETT COMMAND-A/D PONER/SIGNAL CONT UNIT	TWINSCAPEAS40-MODDE9/P4-PCO-03-530 COMPOSITE-J FACT 1 RECEIVER NO. 1 27-56236-609	CONTOBITE-J FACT E7-36236-609	5301 14 650709	YES GDC NO	•\$6088
FAILURE MODE-ERRATIC OPERATIC CENT SIEP INCREASE WAS MOTED S WERE TRANSMITTED. POST TEST GMAL CONTROL UNIT CIRCUITRY.	FAILURE MODE-ERRATIC OPERATION. THE RSC CUTOFF QUIPNT INDICATED RECEIPT OF SOME SIGNALS AT SECO AND VECO. AN SO PER SENTENT SIGNAL SIEP INCREASE WAS NOTED AT SECO AND THE NEASHERT WENT GREATER THAN 100 PERCENT AT VECO. NO 98C SYSTEM SIGNALS ANCHE TRANSMITTED. POST TEST INVESTIGATION REVEALED THENE THE THE TWO DIODES SURNED-OUT IN THE REC. NO. 1 POWER AND SI GMAL CONTROL UNIT CIRCUITRY.	ATED RECEIPT OF SOM IT GREATER THAN 100 ERE THO DICOES BURN	E SICHALS AT SEC PERCENT AT VECO. ED-OUT IN THE RI	O AND VECO. AN BO PER NO 98C BYSTEN SIGNAL C. NO. 3 POMER AND BI	8 J -
SYSTEM EFFECT-INFROPER D	SYSTEM EFFECT-IMPROPER DISCRETE SIGNALS. TWO CUTOFF INDICATIONS NERE OBSERVED, MONEVER NO RAC SYSTEM SIGNALS NEAE T Ansmitted.	tons nere observed.	HOMEVER NO REC	SYSTEM BIGMALS WERE	
WEHICLE EFFECT-NONE.					
CORRECTIVE ACTION-THE PO	CORRECTIVE ACTION-THE POWER AND SIGNAL CONTROL UNIT WAS REPLACED.	LACED.			
RANCE SAFETY COMMAND-A/B	NZ-49-18-130-F POWERANDSI EMALCONTROLUNIT, CIRCUITS E7-36254-603 GARD	FAR e 7-3 6236-6 03	2980 FACTORY 650215	22	2279
	FAILURE HODE-FAIL DURING OPERATION. THE PONES AND SIGNAL CONTROL UNIT MAS REJECTED WHEN MANUAL FUEL CUTOFF HONTON SIGNALS HERE FOUND INTERCHANGED. WHEN HEREO WAS BENT FROM RECEIVER 1, THE COMBOLE LIGHT CANE ON FOR RECEIVER 2, AND VICE VERSA. THE FAILURE MAS CAUGED BY MISHING TERMINAL BOARD ET-36247.	NTROL UNIT 1418 REJE EI VER 1, THE CONSOL D ET-36E47.	CTED WEN MANUAL E LIGHT CANE ON	FUEL CUTOFF HONITON FOR RECEINGR E, AND	
CORRECTIVE ACTION-CIC 47 OCTECTED DURING TEST.	CORRECTIVE ACTION-CIC 47085, EOP 329,19,2 AND EOP 389,19,3 MODIFY TET 3162 BO THAT THIS WIRING DISCREPANCY COULD BE Detected qualing test.	MODIFY TEY 316E BO	MAT THIS MIRIN	DISCREPANCY COULD A	<u>.</u>
•					
				\$100 30VJ	

11 - 12 - 12 F

į

15 JUN 1996

DIFFICULTIES REVIEW-RANSE BAFETY COMMAND SYSTEM-AIRBORNE

STBTEN BUB-BYSTEN BANGE SAFETY COMMAND-A/B		DIF DATA BOUNCE PART NUMBER FLIGHT	<u>, </u>		
FAILURE MODE-SMORT (ELECT). A	CUIGFF EMBLE ELECTRICAL	PINS P OR C 18 IND	MIER SOE.IE	FLUS. FAUS. F AND PINS P OR C IS INDICATED ON FUEL CUTOFF ENABLE PLUS PI.	
SYSTEM EFFECT-IMPROFER I GE SAFETY COMMAND SYSTED	SYSTEM EFFECT-IMPROFER DISCRETE SIGNALS. THE SYSTEM INDICATED THAT A SUSTAINER CUTOFF SIGNAL WAS RECEIVED BY THE RA MEE SAFETY COMMAND SYSTEM AT THE TIME OF SECO. NO SUCH SIGNAL WAS TRANSHITTED BY THE GROUND SYSTEM.	ED THAT A SUSTAINER L WAS TRANSMITTED G	CUTOFF SIGNAL NA	B RECEIVED BY THE RA	
WONICLE EFFECT-NOME.					
CORRECTIVE ACTION-NOME.	IT WAS CONCLUDED THAT THIS ANAMOLY WAS PECULIAR TO MISSILE 111F.	WAS PECULIAR TO HIS	SILE 111F.		
NAME SAFETY COMMIND-A/B	SLV-AS-18-126-F FONES AND SIGNAL CONTROL UNIT, DIO 27-36236-605 DE	FAR 27-36236-605	641029 FACTORY	YES NO	***************************************
FAILURE MODE-ELECTRICAL D AND S ON CONNECTOR J-5 G FRON EXCESSIVE FORMAND	FAILURE MODE-ELECTRICAL OPEN. THE POWER AND SIGNAL CONTROL UNIT FAILED WHEN NO CONTINUITY WAS COSENNED DETWEEN PINS D AND 5 ON CONMECTOR J-3, DIODE CR-10 WAS FOUND OPEN CIRCUITED.DEFORMATION OF THE DIODE WAS CAUSED OF MEAT MESULTIN FROM EXCESSIVE FORWARD CURRENT. THE SOURCE OF THE ENCESSIVE CURRENT COULD NOT DE DETERMINED.	UNIT FAILED WHEN MC TED.DEFORMATION OF E. CURRENT COULD MOI	CONTINUITY MAS OF THE DIODE MAS CAL	SECIVED BETHEEN PINS	
CORRECTIVE ACTION-SINCE	THE SOURCE OF THE EXCESSIVE CURRENT COULD NOT BE IDENTIFIED, THERE WAS NO CORRECTIVE ACTION	COULD NOT BE 105M	IFIED, THERE WAS	NO CORRECTIVE ACTION	
RANGE SAFETY COMMAND-A/B	A-A9-18-121-F SMITCH, CHANGEOVER-BEARINS	FAR 27-36234-603	640602 FACTORY	7ES NO	016610
FAILURE MODE-STRUCTURAL. THE POMER AND CACEN BEARING IN POMER CHANGEOVER SMITCH S-E MOT SMITCHING AND REYEATED SIGNALS	FAILURE MODE-STRUCTURAL. THE POWER AND SIGNAL CONTROL UNIT WOULD NOT SHITCH TO EXTERNAL. FAILURE HAS CAUSED BY A BR MEN BEARING IN POWER CHANGEOVER SHITCH 8-2, P/N 7-D1722-3. THE BURNT WIRES IN SHITCHES 8-1 AND 8-2 WENE A RESULT OF 8-2 NOT SHITCHING AND REYEATED SIGNALS BEING APPLIED. THE CAUSE POR THE BROKEN BEARING WAS NOT DETERMINED.	WOULD NOT SHITCH TO THE BURNT WIRES IN AUSE FOR THE BROKEN	EXTERNAL. FAILUM BHITCHES B-1 AND PEARING WAS NOT	E MS CAUSED BY A BR L-E WENE A NESULT OF DETENTINED.	
CORRECTIVE ACTION-LINKNON	į				
RANCE SAFETY COMMIND-A/B	A-99-18-111-F ENABLE UNIT, RELAT	FAR 69-73800-267	640414 FACTORY	YES SIGHA ND	699
PAILURE MODE-PAIL DURING OPERATION. KT ASSEMELT MARDWARE. THE REPORTED FA ON OR AN ERRONEOUS TESTING PROCEDURE.	6 OPERATION. THIS RELAY WHICH IS PART OF PUEL-CUTOFF ENABLE UNIT FAILED DURING TESTING OF E REPORTED FAILURE WAS NOT CONTINED. THE PROBABLE CAUSE OF FAILURE WAS A TEST SET MALFUNC MS PROCEDURE.	T OF FUEL-CUTOFF EN. . THE PROBABLE CAUS	ABLE UNIT FAILED E OF FAILURE WAS	DUNING TESTING OF NE. A TEST SET MALFUNCTI	
COARCCINE ACTION-BINCE	THE PAILURE UND WOT CONFIRMED. THERE WAS NO CORRECTIVE ACTION.	E MS NO CORRECTIVE	ACTION.		

		•1000		12000		8		
	VENDOR NAME VENDOR PART NO		ONE OF THREE		NAL LETTER A. LETTER A. ESTSTANCE NEA	TES KINETICS NO MITE-4	ASSEMENT TESTIME. AND ATTRIBUTED TO EXPANDE MAN INITIATED TIGHTER	KINETICS NO 72-4
	E E	2 G	# <u>7</u>	<u> </u>	NA PER	25 05	E PUT	1 2
	WENTELE BITE PRI	FACTORY	FROM 18810 . THE RATT	FACTORY	T FROM P/14 E. ED TO PERF	FACTORY	6 NEXT ASS NCE 18 ATT 18 AND NAS	PACTORY
-A I RBORNE	VEHICLE DATE DIF	640331	ND COMENS RELAY K-3	6403Fe	GA TEST R ONT CIRCUI SMITCH B-	906070	CT NEBIDIA CT NEBIDIA CT CONTAC	£40303
ETY COMMAND SYSTEM	DIF DATA BOURCE PART HUNDER	FAR 27-36319-1	IN RATTLING WAS MEAN WABLE PLATE INDIDE	FAR 1 27-34236-005	ERROR CAUSED A SH ITEAD OF PIN P7 OF IT 1964, PARAGRAPH	FAR 7-01722-3	IIGH CONTACT RESISTA GH. THE MIGH CONTAC GH. THE MIGH CONTAC SHE FOR LUBRICATION	FAR 7-01722-3
DIFFICULTIES REVIEW-RAING BAFETY COMMAND SYSTEM-AIRBORNE	TEST/REPORT WHSER FAILED COMPONERT HAND	A-00-18-116-F ARM AND ENGLE UNIT, RELAY	FAILURE MODE-STRUCTURAL, THE ARM-AND-ENABLE UNIT FAILED NMEN RATTLING WAS MEARD COMING FROM INSIDE OF OME OF THREE RELATS. ANALTSIS SHOWED THAT THE RATTLING WAS CAUSED BY A MOVABLE PLATE INBIDE RELAT N-5. THE RATTLING WAS INMEDIATED IN THE RELAT DESIGN, AND DID NOT HAMPER RELAT OPERATION. CORRECTIVE ACTION-NOME.	SLY-AD-18-100-F FOMER AND SIGNAL CONTROL UNIT, CON 27-34236-605 MECTOR	L SHORT. THE FOMER AND SIGNAL CONTROL UNIT FAILED DURING A TEST RUN WHEN THE AUTOMATIC AND MAILLETTER A. J-4. WIRE 53 WAS WINED TO FIN P-E INSTEAD OF PIN P-7 OF BAITON B-E. 125.15. FEVISION-D. WAS RELEASED 9 MAY 1964. PARAGRAPH 18 WAS ADDED TO PERFORM RESISTANCE MEA.	A-99-18-112-F SM TCH, CHANGEOVER, RELAY	FAILURE MODE-CONTAMINATION. THE SMITCH FAILED WERN IT MAD HIGH CONTACT RESISTANCE DURING NEXT ASSEMBLY TESTING. ANA TYSIS SMONED THE CONTACT RESISTANCE OF PIN 1 TO PIN 2 MAS MIGH. THE MIGH CONTACT RESISTANCE IS ATTRIBUTED TO EXPANDE FEMALE CONNECTORS AND MANDENED GREAZE ON THE PINS. COKRECTIVE ACTION-RIMETICS MAS BISCONTINUED THE USE OF GREASE FOR LUBRICATION OF CONTACTS AND MAS INITIATED TIGHTER	A-99-18-113-F BMT TCH, CHANGEOVER, NELAY
TO YOU TARR	3V3TEM 3UB-2Y3TEM	RANGE SAFETY COMMAND-A/B	FAILURE MODE-STRUCTURAL. RELATS. ANALTSIS SHOWED TH IN THE RELATS DESIGN. AND CORRECTIVE ACTION-MOME.	RANGE SAFETY COMMAND-A/B	FAILURE MODE-ELECTRICAL: MAAL FUEL CUTOFF LIGHTS II TO PAN 2, IN CONNECTOR JA- CORRECTIVE ACTION-EOP 32: SURFERNT TESTS FOR MANIAL	RANGE SAFETY COMMAND-A/B	FAILURE MODE-CONTAMINATION LYSIS SHOLED THE CONTECTORS AND MACCOOKS CONTECTORS AND MACCOOKS CORRECTIVE ACTION-RINETIC	RAME SAFETY COMMIND-A/B

PASK 0817

FAILURE MODE-CONTANTMATION. THE BATTCH FAILED MACH 17 MAD PIEM CONTACT RESISTANCE DURING MEXT-ASSEMBLY TESTING. ANA LYSIS SHOKED THAT CONTACT RESISTANCE OF PIN 4 TO B WAS MIĞM. THE PAILURE IS ATTRIBUTED TO MARDENED UNEARE ON THE PIN BUNTACES.

CORNECTIVE ACTION-GINETICS PAS DISCONTINUED THE UNE OF SHEARE FOR LUBRICATION OF CONTACTS AND HAS INITIATED TISMITES INSPRESS.

DIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRBORNE

	63063		200			03460		
SITE PRI VENDOR NAME THE DIP OTH VENDOR PART NO	KINETICS P172-4	UND TO BE TOO	OCES NOT MANE THE PEN. YES INESS	MAL CONTROL UNSTIGATION REVE	THE ANDE OF E	LEACH REES-446E	HET DURING NEA H EXTERNAL TO	ğ
- E	ž š	8	75 P. 1		DA AND	2 2	11 TTD	ភ្នំ ទី
317E	FACTORY	AND P-2 W	EV SWITCH IS STILL 60/C	POLER AN	DISSECTED A JAN APP	FACTORY	D INTERNO	ractony
VEHICLE DATE DIF	640113	TACTS P-1	THIS FAR	20	DIGE 18	631107	IT OPERAT	SOSES
DIF DATA BOUNCE PART NUMBER	FAR 7-01722-3	STANCE BETHEN CON PARTICLES BEING ON TE INSPECTION.	CH MITH A PAN MAID PALL CONSTRUCTION. UTP-SLT	E7-36254-603 MING SLT ACCELERATI MEN BOVOC MAS APPL	UED. THE FAILED DIG	FAK 86-73900-348	Y FAILED TEST WEN MED. FAILUME 18 AT. THE TEST SET.	D. THERE MAS NO CO FAR 87-36360-1
TEST/REPORT MUMBER FAILED COMPONENT NAME	A-99-18-184-P SMITCH,CHANGEOVER,RELAY	FAILURE MODE-CONTANDATION. THE SMITCH FAILED WHEN THE RESISTANCE BETWEEN CONTACTS P-1 AND P-2 WAS FOUND TO BE TOO MIGH. THE FAILURE IS ATTRIBUTED TO GAS-EJECTED EPOXY PARTICLES BEING ON THE CONTACTS. A SECOND DISCREPANCY WAS PRIN MISALIGUNCAY CAUSED BY INFROMER SCIDENING AND INADEBUNTE INSPECTION.	CONTROLLED TO THE TRANSPORT OF THE TOTAL TOTAL THE	TOWER AND SIGNAL CONTROL UNITE DIO E7-36234-603 DE LE SHORT. DURING FUNCTIONAL TEST FOLLOWING SLT ACCELERATION ON THE FOWER AND SIGNAL CONTROL UNINE EXCESSIVE REVERSE CURRENT OCCURED WERN 30 VIC MAS APPLIED TO PIN AND JIP. INVESTIGATION REVEDIONES (CR? AND CR8) SHORTED.	CORRECTIVE ACTION-FAULTY DIGGES REPLACED AND TESTING CONTINUED. THE FAILED DIGGES WERE DISSECTED AND THE ANDRE OF AND DIGGE HAS FOUND TO MANE A MOLE BURNED PRATH WEET AND TO MAN APPROVED PART. MEET A 1064.)	A-99-18-055-F MELAT	FAILURE MODE-FAILED TO OPERATE AT PRESCRIBED TINE, THE RELAY FAILED TEST WHEN IT OPERATED INTERNITENTLY DURING NE. T ASSEMBLY TESTING. THE REPORTED FAILURE COLLD NOT BE CONFIDENCE IS ATTRIBUTED TO A MALFUNCYTON EXTERNAL TO THE RELAY, EITHER A SOLDER CONNECTION TO THE RELAY, EITHER A SOLDER CONNECTION TO THE RELAY OR WITHIN THE TEST SET.	CORRECTIVE ACTION-SINCE THE REPORTED FAILURE NAS UNCONFIRMED, THERE NAS NO CORRECTIVE ACTION. HE SAFETY COMMAND-A/B A-AB-18-083-P FAR 89-3830-1 REA/SIGNAL CONT UNIT ARH AND ENABLE UNIT, DIODE 87-38380-1
373TEM 348-373TEM	RANGE SAFETY COMMAND-A/B	FAILURE MODE-CONTAMINATE NIGH. THE FAILRE FAILURE S PIN MISALIGNECNT CAUSED	O PINS, GOC RECOMENDED REPORT CONTAINING PROBLE RANGE SAFETY COMMAND A/B	FAILURE MOE-ELECTRICAL 17 (P/N 27-36236-603) AN ALED 130LATION CIRCUIT DS		RANCE SAFETY COMMAND-A/B	FAILURE MODE-FAILED TO O T ASSEMBLY TESTING. THE R THE RELAY, EITHER A SOLDE	CORECTIVE ACTION-BINCE RANGE SAFETY COMMIND-A/B POMEA/BIGNAL CONT UNIT

PARE 8810

FAILURE MODE-SMORT QLECT). THE ARM-AND-CHABLE UNIT FAILED WACH THE BIODES BETWEEN PINS A AND B OF J-1 MERE SMORT-C IRCUITED.. FAILURE WAS CAUSED BY SMORTING BIODES CR-1 AND CR-E TO GROUND THROUGH THE CALIBRATE BUTTON AND R-104 OF T ME DESTRUCTOR SUBSTITUTION TEST UNIT.

ړ۲

19 1 Mar 1966	DIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AINBORNE	ETY COMMAND SYSTEM-A	INDORNE		
875TEX SCB-875TEX	TEST/REPORT MUMBER FAILED COMPONENT MANE	DIF DATA BOURCE PART NUMBER	VEHICLE SITE PRI	PRI VENDOR NAME OTH VENDOR PART NO	·
CORRECTIVE ACTION-A CAUTIONARY F-1 POSITION OMY, WAS INCLUDED E CALIBRATE BUTTON 13 DEPRESSED.	HOTE, STATING THAT THE	CALIBRATE BUTTON 13 TO BE DEPRESSED WITH SWITCH SLOSA IN THE THE NOTE ALSO CAUTIONS AGAINST ROTATING SUITCH ELGSA WRILE TH	DEPRESSED WITH SN AINST ROTATING SWI	TCH SIGIA WILE TH	180748
RANGE SAFETY COMMIND-A/B	A-49-16-066-F Arm McFamble unt 1,0100E	FAB 27-36319-1	630608 FACTORY	22	***
FAILURE MODE-OPEN (CLECT NE DIODE MAS SUBJECTED TO	FAILURE MODE-OPEN (ELECT). THE ARM-AND-EMBLE UNIT FAILED MAEN DICOE CR-3 MAS FOUND OPEN, FAILURE AMALYBIS SMOKED T ME DICOE WAS SUBJECTED TO EXCESSIVE CURRENT DUE TO THE IMPROMER USE OF THE DESTRUCTOR SUBSTITUTION TEST UNIT.	HEN DIODE CR-3 MA3 F PIER USE OF THE DESTE	CUID OPEN. FAILURI UCTOR BUBSTITUTIO	AMLYSIS SHOKED T TEST UNIT.	
CORRECTIVE ACTION-PROCED D WITH SMITCH SIGIA DR.T TE BUTTON IS DEPRESSED.	CORRECTIVE ACTION-PROCEDUMES WENE CHANGED TO INCORPORATE A NOTE STATING THAT THE CALIBRANE BUTTON IS TO BE DEPMESSE WITH SWITCH SIGIA CHLY IN THE F-1 POSITICH. THE NOTE ALBO CAUTIONS AGAINST ROTATING SWITCH BIGIA WHILE THE CALIBRA E BUTTON IS DEPRESSED.	NOTE STATENG THAT TH CAUTIONS AGAINST ROI	E CALIBRAIE BUTTON ATÎNG BAÎTCH BIOLI	13 TO BE DEPRESSE WILE THE CALIBRA	
RANGE SAFETY COMMIND-A/B	CDA63-D709/D1-501-E4	R1641	24E F 6307 26 101	7E8 NO	*******
FAILURE MODE-ERRATIC OPE E TRANSMITTED TO THE ENGI	FAILURE MODE-ERRATIC CPERATION-SPURIOUS VOLTAGE TRANSIENTS CRIGINATINS IN OR UPSTREAM OF THE CUTOFF ENABLE UNIT NER E TRANSMITTED TO THE ENGINE RELAY BOX. THE EXACT SOURCE OF THE TRANSIENTS IS NOT KNOWN.	CRICINATING IN OR UF	BTREAM OF THE CUTT NUCLAN.	FF DMBLE UNIT NEA	
STSTEM EFFECT-INFROMER D	DISCRETE SIGNALS-ABHORMAL VOLTAGE TRANSIENTS IN THE RBC SUSTAINER ENGINE CUTOFF CIRCUITRY.	AMSTERTS IN THE RIC	SUSTAINER ENGINE	UTOFF CIRCUSTRY.	
VEHICLE EFFECT-PREMATURE			,		· · · · · · · · · · · · · · · · · · ·
RANKE SAFETY COMMING-A/B	A-AF-16-002-F APANDENDLEURT, 01:00E	OF REC CIRCUITRY AND CUTOFF EMBLE UNIT. FAR FAR E7-36319-3 F.0100E	T. GSORES FACTORY	55	***************************************
FAILURE MODE-SHCAT GLECT). IRCUITED. THE FAILURE WAS CO	FAILURE MODE-SMCAT "ELECT). THE ARM AND ENABLE UNIT FAILED WHEN THE DIODES BETHEEN PINS A AND B OF J-1 WENE BMCAT C INCUITED. THE FAILURE WAS CONFIRMED, AND ATTRIBUTED TO DIODES CR-1 AND CR-2 BEING BHORT-CIRCUITED. THE CAUSE OF THE BHORT CIRCUIT WAS MOT FOUND.	WEN THE DIODES BETH S CR-1 AND CR-2 BEIN	METHEEN PINS A AND B OF 4-1 MENE SHORT OF METHER SHORT-CIRCUITED. THE CAUSE OF THE	F J-1 VERE BHORT C THE CAUSE OF THE	
CORRECTIVE ACTION-SINCE	THE CAUSE OF FAILURE WAS NOT DETERMINED, THERE WAS NO CORRECTIVE ACTION.	INED, THERE WAS NO C	CARECTIVE ACTION.		
RAINCE SAFETY COMMAND-A/B	##-##-### FAR FOAZR AND BIGHAL CONTROL UNIT, BIO ET-34234-401 DE	FAR 87-34834-601	COUSEA FACTORY	VES 80	
	PAILUNE MODE-OUT OF TOLEBANCE. THE POWER-AND-SISMAL CONTROL UNIT PAILED WHEN THE PORNARD WOLTAGE DROP ACROSS DIODE TR-6. INESS. WAS TOO MIGH. PAILUNE IS ATTRIBUTED TO LACK OF SOLDER FILLETS ON THO EDGES OF THE CRYSTAL OF CR-6.	WHIT PAILED WHEN THE	E PORMARO WOLTAGE D'EDEES OF THE CRY	DROF ACROSS DIGGE STAL OF CR-4.	

GENERAL DYNAMICS CONVAIR DIVISION

15 JUN 1966

ICULTIES REVIEW-RANGE BAFETT COMMING SYSTEM-LINGCOME

		DIFFICULTIES REVIEW-RAMSE BAFETT COMMAND SYSTEM-LINDCRNE	AFETT COMAND SYSTEM	A I RECRIME				
	3737EM 5.66-3737EM	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	317E 11ME DIF	1 2 5	WEHICLE SITE PRI WENDOR HANE	
	CORRECTIVE ACTION-A REBU	CORRECTIVE ACTION-A REQUEST FOR IMPROVED QUALITY CONTROL PROCEDURES AND THREE FOLLOM-UPS WERE SENT TO THE VENDOR TH RE MAS SEEN NO VENDOR RESPONSE.	PROCEDURES AND THREE	LOTTON-NE	JE JEJA	N 10	THE VENDOR TH	
	RANGE SAFETY COMMIND-A/B PONER/SIGNAL CONT UNIT	SP-89-18-073F 848 TCH, CHANGEONER, RELAY	FAR 7-01722-3	63030E	FACTORY	<u> </u>	VES KINETICS NO NETE-4	•
	FAILURE MODE-ERRATIC OPE N P1 AND P2. THE REPORTED THEEN THE CONTACT SURFACE	FAILUNE MOSE-ERRATIC OFERATION. THE POWER CHANGEOWER BNITCH FAILED WHEN THEME WAS AN INTERMITIENT COMMECTION BETHEE N P1 AND P2. THE REPORTED FAILURE WAS NOT CONFIRMED. FAILURE COULD HAVE BEEN CAUSED BY PARTICLES OF CONTANINATION BE THEEN THE CONTACT SURFACES, BUT NO SIGNS OF CONTANINATION WENE FOUND.	CH FAILED WEN THERE ME COLLD HAVE BEEN CA WENE FOUND.	MRS AN INT LUSED BY PA	ERMITTEN RTICLES	5 5 5	NECTION BETHEE NTANTHATION BE	·
	CORRECTIVE ACTION-NO COR	CORRECTIVE ACTION-NO CORRECTIVE ACTION WAS TAKEN RECAUSE THE FAILURE WAS UNCOFTRIED.	THE FAILURE WAS UNCO	FIRED.				
	RANGE SAFETY COMMAND-A/B	A-90-18-070-F DWBLE UNIT, DIODE	FAR 27-34300-1	630303	Ę	ž š		16883
	FAILURE MODE-SHORT-ELECT	CTRICAL. LOW NESISTANCE-FROM PIND E AND IN TO CASE. TERMINAL OF DIGDE CA-7 BHORTED TO CASE	AND IN TO CASE. TERM	INAL OF DIC	DE CR-1	F CE	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
	CORRECTIVE ACTION-PRODUC	CORRECTIVE ACTION-PRODUCTION AND INSPECTION PERSONNEL SHO	SHOWN THE FAILURE AND CAUTIONED TO EXERCISE CARE.	WIGNED TO	EXERCI •	E C	ن	
	ROMER SAFETY COMMUND-A/B	HG-98-18-088-P BATTCH-CHAMECOVER	FAR 27-34234-001	639060	Ē	ğ 8	VES KINETICS NO	\$ 15 m
	FATLURE MODE-FAIL TO OPE UMB IN THE INTERNAL POBIT	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME. THE BMITCH WOLLD WOT BMITCH PROH INTERNAL TO EXTERNAL, ONE BMITCH WAS IN THE INTERNAL POSITION. THE SCREW BRAFT AND BEARING MERE MISALISMED.	ICH WOULD NOT BUITCH I	TROM INTERNI	ML TO EX AMD BEAR	2 2	L. ONE BAITCH ENE HIBALIGAED	
	CORRECTIVE ACTION-VENDOR	REGLESTED TO INTROVE CONTONENTS ALIGNEDIT.	ALTCHOOM.					· · · · · · · · · · · · · · · · · · ·
_	RANG SAFETY COMMIND-A/B	LOCAL ETR REPORT/P4-4CO-04-130 PONER AND STONAL CONTROL UNIT	COMPOSÍTE-J FACT E7-94296-801	1300	14/ETR -2100	្តិ ខ	758 40/C	
	FAILURE MODE-PAIL TO OPE	FAILURE MOE-FAIL TO OPERATE AT PRESCRIBED TINE. RAINE SAFETY COMMIND RECEIVER NO. 3 NOULD NOT SMITCH TO EXTERNAL P Mer. The contacts mene differing.	FIT CORNED RECEIVES		5	2 2	TO EXTERNAL P	
	BYSTEH EFFECT-OPERATION TO EXTERNAL ON COMMANE.	BYSTEM EFFECT-OFFRATION BOES NOT START. POMER AND SIGNAL CONTROL UNIT MALFUNCTIONED AND WOULD NOT SHETCH RECEIVER ; To external on commans.	CONTROL UNIT MALFUNCT	TONED AND	ON GANON	I	TON RECEIVER 1	

WHICLE EPTECT-HOME.

CONVAIR BYNAMICS

13 JUN 1966

	DIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRBORNE	ETY COMMAND BYBIEN-	A I RECRIME				
3131EN 346-513TEN	TEST/REPORT NUMBER FAILED CONFORCIN NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E TINE DIF	2 to	VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-REPLAC	CORRECTIVE ACTION-REPLACED POMER AND SIGNAL CONTROL UNIT, (FAR 98-18-088)	FAR 88-18-066)		1			•
RANGE SAFETY COMMIND-A/B PONCEY-SIGNAL CONT UNIT	AA63-0012/P4-4C0-04-130 POLER AND SIGNAL CONTROL UNIT, HOT OR	COMPOSITE-J FACT 7-01728-5	1300	:	ž g	YES KINETICS NO M372-4	•
FAILURE MYDE-FAIL TO OPE R CIRCUIT. CAUSED BY FAUL	FAILURE WOE-FAIL TO OPERATE AT PRESCRIBED TINE, POMER AND BIGNAL CONTROL UNIT HUMS UP ON INTERNAL IN NO. 1 RECEIVE CIRCUIT, CAUSED BY FAULTY NO. 1 SMITCH MOTOR.	BIGHAL CONTROL UNIT	an sens	INTERN	AL 78	NO. 1 RECEIVE	
SYSTEM EFFECT-OFERATION	TOO LONG. UMBLE TO CHANGEOVER TO EXTERNAL IN NO. 1 RECEIVER CIRCUIT.	KTERNAL IN NO. 1 RE	CEIVER CIR	.t Iu			
WENICLE EFFECT-COMOSITE	E DELATED.						
CORRECTIVE ACTION-UNKHOUM.	MAN. (FAR 98-18-008) .						
RANGE SAFETY COMMIND-A/B	A-99-18-082-F 347 TOH-CHANGEONER	FAR 7-01722-3	430417	FACTORY	£ 8	TES KINETICS NO 10-172-4	1
FAILURE MODE-OUT OF TOLE TMATION VOLTAGE CORRECTIVE ACTION-INFORM	FAILURE MODE-OUT OF TOLERANCE, MICH RESISTANCE BETMEN PIN 4 AND 5. THE RESISTANCE WASED WITH PRESSURE OR MOTOR AC Wation Voltage Corrective action-informed Vendor and benested flemfibling of e.C. and Testing Procedures.	4 AND S. THE MESISTANCE VARIED OF G.C. AND TESTING MOCEDURES.	ANCE VARIED	2 2 5	NE SON	F CB NOTOR AC	
RANCE SAFETY COMMIND-A/B	A-99-18-002-F SMTOH-OAMEEDNER	FAR 7-01724-5	121000	FACTORY	ě č	TES KINETICS NO N-172-4	***************************************
FAILURE MODE-CONTANTINATI N NOT DETERNINED.	ION-CONTANTINANT FOUND ON PINS AND BONE EVIDENCE OF ARCING. NATUME AND BOUNCE OF CONTANSINATIO	ME EVIDENCE OF ANCI	HE. MATURE	noe ger	8	CONTANIMATIO	
CORRECTIVE ACTION-INFORMED	NED VENEOR AND REQUESTED TIGHTENING	OF BC AND TESTING PROCEDURES.	ROCEDURES.				
RANGE SAFETY COMMUND-A/B POACE/SIGNAL CONT UNIT	A-A9-18-057-F BAS TCH-CHANGEONER	FAR 27-34234-9	103130	FACTORY	ž 8	TES KINETICS NO	987
FAILUNE HUDE-FAIL TO GNE TOR MAI GNEDHEATED AND GN	FAILUME MODE-FAIL TO OMEEATE AT PPERCAIRED TIME- WOLLD NOT RANTCH FROM INTERNAL TO EXTERNAL PORITION. THE RANTCH MO TOR MAIR OMEDMEATED AND ONE BRUGH LEAD WINE MAIR DURINGED OPEN. CAUSE NOT DETERMINED.	BATCH PROK INTERNA CAUBE NOT DETERMINE	L 70 EXTER	1 708 I	<u>s</u>	THE BHETCH HO	
CORRECTIVE ACTION-WELKDAM.	•						
			·			PAGE GOES	

CONTRAC BYTEMICS

.. ...

•		DIFFICULTIES HEVIEL-BANDE BAPETY COMMAND SYSTEM-ATMOCRINE	PETY COMMUND BYBTEN	A PROCESS			:		
	87.2 TE 8.4 TE 8	TEST/REPORT NUMBER PARLED CONFORGET MANE	BIF DATA COURCE PART MANGER	MENICLE NO.	817E 718E B19	- E	ON 1876 MODIAN NIO SIG BHIL	8	
	MINE SAFET COMMING-AA	A-90-10-Ded-P AND AND CHARLE UNIT, CONSECTOR	FAR 27-36349-0	19°	FACTORY	7E 66C	ğ		•
	FAILURE MODE-SWORT WILKET). THE A ROW PIN A TO PIN T. DIGME CA-1 WAS Re-649 CAUSING A LOW WESTSTANCE CO TOMED TO TAKE THE DESTRUCT SYSTEM.	FAILUME MODE-SHORT WILECT). THE ARM AND ENDRIE UNIT FAILED DURIND A PLIGHT CONTROL CHECKOUT WHEN THE UNIT SHORTED F Now PIN A TO PIN T. DIGBE CH-1 WAS SHOPTED. FLAMINATION OF THE WEALLE KARREDD MINE NEVAZO OF NAMESS 27-010 NA-009 CAUSING A LOW WESTERMET CONDITION. THE WINE WAS INADME, DUTLY LEFT IN THE MANNESS UNES THE MAINESS WAS REDES TOMED TO TAKE THE DESTRUCT SYSTEM.	DURING A PLIBAT CON THE WEBSILE HAMEBO DWILL SONLY LEFT IN Y	TRG, CHECK BHOWED WIR HE MARKESS	OVT WEEK	A P S	UNIT SMONTO MASMERS 27 MESS WAS ME		
	CORRECTIVE ACTION-WINE N	PHARE ILES RECOMES BY IMPIRES, CIC 41446.	41490.						
	MANKE SAFETY COMMIND-A/P PONER/SIGNAL COST UNIT FAILURE HODE-FAIL TO OPE ND DESTRUCT TEST. PROCEDU SYSTEM EFFECT-HOME. WENTELE EFFECT-HOME. COMMECTIVE ACTION-BESINEU	ANKE SAFETY COMMAND-A/B AARE-DBBA/FA-48E-40-113 FRF 1130 14/ETR NO DCENSIONAL CONT UNIT FURE FAILURE HODE-FAIL TO OPERATE AT PRESCRIBED THE. BALY ONE OF THO 1.9 ANP FURES MERE BLOWN DURING RANKE SAPETY COMMAND DESTRUCT TEST. PROCEDURAL STEPS PORFURED TOD GUICALY NOT ALLOWING BAFFICIENT THE TO BLOW BOTH FURES. SYSTEM EFFECT-HODE. WENSIGE EFFECT-HODE. VENSIGE EFFECT-HODE.	FRF OF THO 1.9 AMP FUBES IT ALCHENS BUFFICIEN FACTORLY.	NEW PLOY	14/ETR -9480 N BURING BLOW BOTH	3 3 2 2	E 9APETY CO		
	NAME SAFETY COMMING-A/B POMER/SIGNAL CONT UNIT	P1-6C0-63-07 POIETR AND STONAL CONTROL WILT, DIO	CONTRACTOR FACT	*	11	ž o			***
	FAILURE MODE-ELECTRICAL OPEN. FAIL	FAILURE MODE-ELECTRICAL OPEN. FAIL TO OPENATE AT PRESCRIBED TIME. A DICOE FAILED IN THE REC FOLER AND SIGNAL CONTROL L'UNIT. DIE TO THIS FAILURE THE BOE NO.R CIRCUITAT DID NOT DECORE THE NOTO BIGNALS BOTT DURING THE COUNTDOIGN.	D TIME. A DICOE FAIL DECOME THE HPCO DIGH	S IN THE	DEC FORD	\$ §	SICHAL CON NTDOM.	2	
	SYSTEM EFFECT-INPROPER D MTDOMN DUE TO A FAILED BY	SYSTEM EFFECT-IMPROPER DISCRETE SIGNALS. THE REC MOLE CIRCUITRY DID NOT DECORE THE NOTOS SIGNALS SENT DURING THE COM TROOM DIE TO A FAILED DISSE IN THE REC FOLEN AND SIGNAL CONTROL UNIT.	MD.E CIRCUITRY BIB NOT BECODE SIGNAL CONTROL UNIT.	3	PI CHARLE I	Ş	During TAC	3	
	WANTELE EPPECT-NOME.	ACE REC FORM AND STUME, CONTROL UNIT.	÷						
	PALES SAFETY COMMIND-2/8	A-18-18-080-F FOREN AND SAMMAL CONTROL UNET, BAN OR	FIR 110 87-16234-5	•	1	20			160000
1	PAILUNE HODE-OUT OF SPEC . DIODE CN-5, INESS, FAIL ENSE WOLTAGE LEVEL.	FAILUNG HOOG-OUT OF SPECIFICATION. THE FONDS AND SLUTM, CONTROL WAST FAILED DURING PLIENT ACCEPTANCE COMPOSITE TEST • DIODE CN-5. INCSS. FAILED. THE MENGINE COMPOST PLOP NAS ENCORBINE, AND THE BIODE COALD NOT MAINTAIN SUFFICIENT MEY DISE VOLTAGE LEVEL.	NTICE WAT PAILED DU RECODINE, MD THE DI	MIND PLISH	T ACCEPTA	# H	00000011E 11	5 2	
	COBRECTIVE ACTION-NO COR	CHESTIYE ACTION.							

GENERAL DINAMICS CONVAIR DIVISION

15 JUN 1966

DIFFICULTIES REVIEW-RANGE BAPETY COMMING BYSTEM-AIRBORNE

	OIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRSORME	ETY COMMAND BYSTEM-	INBORNE			Γ
8797ER 808-8757ER	TESTARFORT HANGER FAILED COMPONENT NAME	DIF DATA BOURCE PART WAREN	VEHICLE DATE DIF	TINE DIF OTH	PRI VENDOR NAME OTH VENDOR PART NO	2
RANGE SAFETY COMMAND-A/B	A-90-19-037F FUL EMBLER, CAPACITOR	FAR 27-36300-1	44E 620727	# 55 A	164 10	****
PAILURE MODE-SMORT (ELEC A SYSTEM CMECK. THIS MAS MARPPING.	FAILURE MODE-SMORT GELECT). THE FUEL-EMABLER UNIT FAILED WHEN PINS A AND B WENE FOUND TO BE SMORT-CIRCUITED BURING A BYSTER CHECK. THIS MAS CAUSED BY TANTALVTIC CAPACITOR C-1 TOUCHING THE CHASSIS THROUGH A RUFTURE IN ITS INSULATION MARPHING.	UNIT FAILED WHEN PIMS A AND B WENE FOUND TO BE SHORT-CIRCUITED BURING CAPACITOR C-1 TOUCHING THE CHASSIS THROUGH A NUFTURE IN ITS INSULATIO	FOUND TO THROUGH	DE BHOR	7-CIRCUITED DUR? [IN ITS INDUCAT	, 5
CORRECTIVE ACTION-EDP 32 10N.	325.51 WAS REVISED TO INCLUDE TESTS WICH WILL PREVENT RECURRENCE OF THE SHORT CIRCUIT CONDIT	HICH WILL PREVENT RI	cumbic	of the a	HORT CIRCUIT CON	110
RAMEE SAFETY COMMAND-A/B	AAGE-0071/PE-401-00-145 POIER AIG STEMAL CONTROL UIGT	COUNTDOM	1450	12 -12000	7£3 80	•
	OPERATION. A 1/16 AMP PURE NAS POUND BLOMM INDICATING A STRAY CURRENT.	ND BLOWN INDICATING	A STRAY C	URREDIT.		
WENTELE EFFECT-COUNTDOM	DISCHETE SIGNALS. MA ABGRTED AND RESCHEDULED.					
CORRECTIVE ACTION-POST TI	TEST CHECKS WERE RUM, NO INPROPER DISCRETES MEDIE HONITCRED. NO FURTHER CORRECTIVE ACTION MAS	BCRETES NEWE NOWITON	8 8	23 T20 C3	MECTIVE ACTION	•
RANCE SAFETY COMMAND-A/B	A-80-18-03EF DWBLE WIT: DIODE	FAR 27-34300-1	67E	Ĕ	5 0	8
FAILURE MODE-CONTANIBATION CHIPS AROUND THE BODY OF	TION. THE FLEL CUTOFF ENAME UNIT FAILED WIEN P ON COMECTOR JA GROUNDED TO THE CHASIS. METAL OF DIODE CHE LODGED BETHEEN THE INBULATORS AND GROUNDED THE CATHONE OF CHS TO THE CHASIS.	LED WEN P ON COME.	TOR JE GR	OWOED TO	D THE CHAIS. ME TO THE CHAIS.	
CORECTIVE ACTION-EOF 32: 10N.	325-51 IND REVISED TO INCLUDE TEATS IMICH WILL PREVENT RECURRISCE OF THE SHORT CIRCUIT CONDIT	HICH WILL PREVENT RI	CURRENCE	of the se	MAT CIRCUIT CON	10
RANGE BAPETY CONTAIND-A/B	A-90-10-031F	FAR 87-34236-801	1220	FACTORY	76s 60c 100.	***************************************
PAILURE MODE-OUT OF TOLES CHEB OR.	LERANCE. THE BO PCT HUMIDITY INDICATOR WOULD NOT INDICATE A BAFE CONDITION. THE INDICATOR CHE	R WOULD NOT INDICATE	o Here	MD 1 1 GM	THE INDICATOR	×
CORECTIVE ACTION-PURGIN	ME TECHNISHES NERE INPROVED.					

- 1985年 - 1

CORRECTIVE ACTION-BINCE CAUSE OF PAILURE IS UNINDER, NO CORRECTIVE ACTION CAN DE TAKEN. SOC MILL NAINTAIN SURVEILLA

CONVAIR DIVIBION

11 10H 1100

DIFFICULTIES REVIEW-RANGE GAFETY COMMAND BYBIEM-ALRIDORNE

5751EX 5751EX 518-9751EX	TEST/REPORT NUMBER FAILED COMPONENT NOME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	811C 71ME 01F	PRE VENDOR NAME OIN VENDOR PART HO	
RANGE SAFETY COMMAND-A/B	X6-98-18-031-f	FAR E7-36277-5	106029	FACTORY	YEA NO	79 651
FAILURE MUCE-FAIL DURING MIT WOULD NOT MCAD IN THE EFECTIVE RELAY. K-E. P/M	- OPERATION. THE DESTRUCT DELAY WHIT WAS REJECTED DURING HAMMACTURING TESTING BECAUSE THE : RESEL STATE, THE SALE THE SECTION WAS IN THE ENABLED BIATE AT ALL TIMES. THE FAILURE WAS CAUSED BY A 86-73900-095.	WAS REJECTED DUATH WASTED STATE AT ALL	F HAMERCT	UNINS TES E FAILURE	TING BECAVIE THE U- WAR CAUSED BY A D	Name of the control o
CORRECTIVE ACTION-THIS S	TEM WILL BE REPT UNDER SURVEILLANCE.	-				
RANCE SAFETY COPPAND-A/B	AR141-0-3-14/FC-6CO-03-014	COMPOSI TE-FACTORY	14F 911109	_	5 5	401117
FAILUSE POUC-FAIL DUFING ME FRUNT PECON POU FREGUN S IN THE AGE WAS INTERNA) cperation—evoing cutoff bignalb wers not received—newefous retssts were accomplished and t Until the Fourth contobile tert, investigation revealed that the modulation fore gnammel ho Hitent.	rs not received—Haim Vestigation reveals	EPOUS NETS D THAT THE	OTS VERE	ACCOMPLISHED AND T OH TORE CHANNEL NO	
SYSTEM EFFECT-INFRUMER DISCRETE STEMALS.	FICHETE STONALS.					
MEATOLE EFFECT-COMPOSITE	DELAYED. POST-COMPOSITE TESTING REQUIRED TO DEMONSTRATE SATISFACTORY OPERATION.	EUIRED TO DEMONSTRA	TE SATISFA	CTORY OFE	RATJOH.	
CCS.RECTIVE ACTION-THE AG	HE PANEL NAS REPAIRED.					
RANGE SAFETY CONUMD-4/8 POMER/SIGNAL CONT UNIT	AE61-0269/FC-9CO-02-04D	COMPOSITE-FACTORY	40E 610803		₽ ₽	40000
FAILURE MODE-FAIL DURING OPERATION. THE	OPERATION. THO MANULL FUEL CUTGES WERE CONCRINED WICH CHE MAD EXPECTED. A FAULTY TOME CHAN RATION DRAWEN.	WENE COUCHVED WELL	3 04E 149 E	KPEC1ED.	A FAULTY TONE CHAN	
SYSTEM EFFECT-INPROPER 0	ISCRETE SIGNALS. THO MANIAL FUEL CUTGFF SIGNALS RECEIVED IN PLACE OF	TOFF STOWNS MECETY	ED IN PLACE	1 of OK.		
VEHICLE EFFECT-COMPOSITE	. RESCHEDULED. COMPOSITE RE-RUN.					
CORRECTIVE ACTION-THE DR	ANER WAS REPLACED.					
RAHGE SAFETY COMMAND-A/B	98-16-025 POWER AND BIGHAL CONTACT UNIT, DIG 27-36238-801 DE	FAR : 27-56256-801	610103	ETR	YES NO	
FAILURE MODE-SMORT-ELECT BIGHAL INITIATED BY THE D. II MAS CONCLUDED THAT	RICAL: DURING STRIEN C/O THE FONER AND SIGNAL CONTROL UNIT FAILED TO BLOCK AN ENGINE CUTOFF GUIDANCE STRIEN, DIODES CRE AND CRE WERE DURINGLE TO FAILURE CAUSING DEFECTS WERE FOUN ABMOUNTL VOLTAGE TRANSIENTS FROM AN EXTERNAL BOUNCE CAUSED THE FAILURE.	AND STEMAL CONTROL. WERE SHORTED. BUT, EXTERNAL BOLNCE CA	UNIT FAILE NO PAILUM UNED THE PA	10 910C 2 CAUSING 11 LURE.	K AN EMBINE CUTOFF DEFECTS NENE FORM	
						,

GENERAL DYNAMICS CONVAIR DIVISION

a Distribute of the Control of the C

「おいまれ」とものは、一句をは、一句をは、一句をは、これである。 こうしゅうしゅう

15 JUN 1966

DIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRBORNE

37.87EW	TEST/REPORT NUMBER	DIF DATA SOURCE	STIC. SITE	100	VENDOR MANE	
MBL SAS 1EM	MAN TABANGA CHITA	PART NUMBER	-	_	VENDOR	
MCL.						024470
PANCE SAFETY CONTINOLAND	98-16-325 PONCR AND SIGNAL CONTROL UNIT, DIO 27-34239-001 DE	FAR 2 27-36235-001	679 ETR 6G1118	7.E.B		934477
FAILURE HODE-SHOHT-ELECT SHORTED AND LICE WIS CREW. NEIENTS FROM ON ECHERNAL	RICAL. POWER AND SIGNAL CONFROL UNIT WAS INCREMATIVE DIRENS BYBTEM CHECKOUT, DIGOR CHS MAS INCARED. NO FAILURE CLUSING DEFECTS WERE FOUND. IT HAS CONCLUDED THAT ADMINAL VOLTAVE TRA SCHECE CAUSED THE FAILURE.	I WAS INCREMITIVE : S MENT FOLMO. IT W	NETHS BYDTEM CHI NG CONCLUDED THA	CKOUT, I ABNORY	DICOR CHS has al voltane tra	· · · · · · · · · · · · · · · · · · ·
	CAUSE OF FRILINE IS INTERMAN, NO CORRECTIVE ACTION ENY DE TRAEM. ADE MILL MAINTAIN BUNVELLIA	IRECTIVE ACTION CAN	ne traem, soc m	ור אמזי	ITATH DUNCELLA	
AATO TOTATA CHEMANO-AZO	AAGE JOSOFFA-COPDI-67 PORTE AND SERVAL CONTROL MAIT, DIO DE	COMPOSETE FACE	5/2 14 B01114	ů g		2000
Fath of Acceptate Cornada	- OPERATION. TWO DICPES PALLED IN REC POSER AND STEIRL CONTROL UNIT DURING FACTORY CONTROL	C POSTA AND SECUL	CORTROL UNIT BU	EING FAC	TGN CONTESTIE	
SYSTEM EFFECT-SHAFTE OF VEHICLE EFFECT-MONE.	SYSIEN EFFECT-SYNATIC OPERATION. EARTHOUGH SIGNALG SEEN ON RISC THIENETRY DATA. Ventole effect-none.	RSC TEACHCTRY DATA				
CONSECTIVE ACTION-REPLACE	CORRECTIVE ACTION-ILEMANED POWER NEW SIGNAL CONTROL UNIT.					
PONCO STENE CONTAINS - 4/9	AARD-DISIZIA-ACD-DI-G7 POER AIG GIGNAL CONTROL UNITA CIR CUIT BOARD-DIGDE	COMPAGITE-B FACT	675 14 901114	YES		995239
TATEURE MOCATAL DISTA	POPERATION. DEFECTIVE 13CLATION CIRCUITRY IN POMER AND SIGNAL CONTROL UNIT.	ICULTRY IN MOMER AN	STEWAL CONTROL			
SYSTEM CTESCT-TWOSCFER OF WASHINGTON ON THE MEASU	ANSTEM CTESCT-INDROFER DISCRETE SEMBL. AN INFROMEN BISMAL OF EQ BECOMOS DURATION AFTER BUSTAINER CUTOFF MAS EFFECT ED MAS NOTED ON TLM MEASUREMENT DEV 1830 CUTOFF QUIPLE).	OF EG BECUMDS DURA	IION AFTER BUSTE	MER CUI	UPF MAS EFFECT	
WEMICLE EFFECT-NOME.						
ACTION-POLER	AND BIGHAL CONTROL UNIT REPLACED.					
RANGE SAFETY COMMAND-A/D PONCE/SIGNAL CONT UNIT	AA&G-0048/P4-401-00-90	רגר	900 14 \$00781	5 Z		
FAILURE MODE-OUT OF EMPE 1681. LEVEL OF APPROXIMATE BO.	PAILURE MODE-OUT OF EXPECTED TEST VALUE. RSC SYSTEM AF IMPUT/AGG LEVEL WAS APPROXIMATELY 300 MICROVOLTS THROUSMOUT Test. Level of approximately 100% algrowglis expected during fap. This combition albo lyident during fact P4-Aco-Os- B0.	ITZACC LEVEL UND API	PROXIMATELY 300 I	SURTING P	18 THROUGHOUT	
STATEM EFFECT-NOME.						

Committee Commit

PAGE DORS

The second state of the second second

GENERAL DYNAMICS CONVAIR DIVISION

11 14 1866

DIFFICULTIES REVIEW-RANGE BAPETY COMMAND BYSTEM-ATRECRNE

	DIFFICULTIES REVIEW-RANGE BAFETY COMMAND BYSTEM-ATROCRNS	TY COMMEND BYSTEM-	A J ABORNE				
3747CM 3UG-3157EM	TEST/REPORT NUMBER FAILED CCHPONENT NAME	DIF DATA SCURCE PAR? NUMBER	VEHICLE DATE DIF	277E 731E DIF	VEHICLE 17TE PRI VENDOR NAME	M MANE	
VEHICLE EFFECT-MOME. TEST	TEST COMPLETED WITHOUT INCIDENT.						00443
CORRECTIVE ACTION-UNKNOWN.							
ę	AE60-03EE/P2-403-00-30 Fuje	соинтромн	369 605520	12 -8400	7E9 NO		0000
FAILURE MOSE-FLECTRICAL OF	FAILURE HOSE-FLECTRICAL OFEH. 4 FG MA FUSE HAS FOUND BLOWN AT REG. 39 OF THE REC TEST	NT REG. 3% OF THE R	BC TEST.				
TYSTEN EFFECT-CHERATION ST	CA STOPS PPELLTURELT.						
VOHTOLE EFFECT-COUNTDOMN DELAYED. NO NOLD.	DELAYED. NO HOLD.						
CORRECTIVE ACTION-RSC TEST	TEST REZUM FF. SEG. 8 WITH SATISFACTORY RESULTS	GRY PESULTS.					
A/8	A214-27-485-77(-400-91-50	COMICST TE-FACTORY	500 600106	FACTORY	22		340183
FALLUNE MOCHANIL TO VEEPA AFCO ELO NO COCKA NA SMEO	CTEPATE AT PRESCRIBED TIME, DUMING THE SECORD PPOGRAMICD COMMIND SEGUENCE, DESTRUCT, HFCO, AND SPECIFIED, THYCHELE, THE CHECKOUT DET.	SECOLD PPOGRAMICD : INTERHITTENT PODULA	COMMAND SE TOR PANEL	SACEUCE.	ESTRUCT, P	₩CO, AND	
STREET-SPEAKIEN DE	STREET FFEET-SPERKTICH DOES NOT START. COMMAND VERVENCE DID NOT OCCIAR AS SPECIFIFD BECAUNT OF FAULTY GRE.	HOT OCCUR AS SPEC	FFFD BEC	ימע טע עי	ULTY 69E.		
MAICLE EFFECT-COMPOSITE C	WARIOLE EFFECT-COMPOSITÉ DÉLAYED. PLAT-COMPOSITÉ TESTING INDICATED SATISFACTORY OFFRATION OF THE RANGE SAFETY COMMA L'EXESTEN.	SICATED BATISTACTOM	Y CHEPATY	8	RANGE SAFE	TY COMA	
CCARECTIVE ACTION-MODULATOR REPLACED.	SA PERLACED.						
RANCE SAFETY COMMAND-A/B P	AZC-27-C61/P3-431-00-26 TAA4SHITER	P.1947	280	13/ETR 274.06	2 9		490727
FAILURE MODE-PREMATURE OPP TED IN THE LOSS OF OPERATIC E OF THE ECOMBANIE STATION	FAILURE HODE-PREMITURE OPERATION. AH ELECTRICAL SHORT IN THE AJRDORME IMPACT PREDICTOR SYSTEM AT 84.5 SECONDS RESUL TED IN THE LOSS OF GERATION OF THE IMPACT PREDICTOP SYRTEM FOR THE RENAINDER OF THE FLIGHT AND CONSEQUENTLY, FAILUR E OF THE ECONGANGE STATION TO ACQUIRE LOCK, AS A RESULT, A RANGE SAFTY COMMAND WAS SENT TO TERMINATE POMERED FLIGHT.	E AIGRORME IMPACT POOR THE REMAINDER OF THE BAFTY COMMAND	REDICTOR (F. THE FLIC	VSTEM AT	94.5 SECON NASEQUENTLY ITE POMERED	DS RESUL 7, FAILUR 7 FLICHT.	
SYSTEM EFFECT-OPERATION STOPS PHEMATURELY. SOUND CUTOFF COMMAND MAIN SENT SMUTTING DOWN	弄弄	PONERED FLIGHT WAS PREMATURELY SUSTAINER AND VERNIER EMSINES.	TERMINATES	AT 874.0	8 SECOND 8	WEN A C	
VEHICLE EFFECT-PREMATURE P RT OF PLANNED RANGE.	VEHICLE EFFECT-PREMATURE PROPULBION CUTOPP. AS A REBULT, THE PAYLOAD IMPACT POINT WAS BETWERN RSS AND BOS MILES SHO T OF PLANNED RANGE.	E PAYLOND IMPACT PO	INT SER PE	TWEEN RS	AND 303 W	HLES SMO	
CORRECTIVE ACTION-WOME.							

GENERAL DYNAMICS CONVAIR DIVIBION

٤

.

15 JUN 1986

DIFFICUATIES REVIEW-RANGE SAFETY COMMANO SYSTEM-AIRBORNE

Ç÷.

PAILED CORPORENT NAME	PART NUMBER	DATE DIF	710E DIF		OTH VENDOR PART NO	
AZH-E7-315/FC-4CO-01-E8 3MJ TCH	COMPOSITE-FACTORY	28D 380810	FACTORY	88		880128
FAILURY MODE-FAIL TO OPERATE AT PRESCRIBED TIME, NO MANUAL FUEL CUTOFF OR DESTRUCT SIGNAL CCCURRED WHEN ANTENNA NO MAS PRICHARPED, IRREGULARITY CAUSED BY A SMITCH HALFUNCTION IN THE MODULATION DRANER OF THE 1831 EQUIPMENT.	NUAL FUEL CUTOFF OR DEL	TRUCT SIGN N DRANER O	AL CCCURR	EC MEN I	ANTENNA NO. ENT.	
AYSYCH EFFECT-OMERATION DOES HOT START, BECAUSE OF A SMITCH MALFUNCTION IN THE MODULATICH BRANER OF THE TEST ERUFPH Ent, no manual fuel cutoff or destruct signal occurred when antenna no.1 was programmed.	NITCH MALFUNCTION IN TO THEN ANTENNA NO.1 MAS P	E MODULATI	CH DRANER	OF 196	TEST COULPH	
RESCHEDULED. RE-RUN OF CONPOSITE REALIRED.	ITE REGUIRED.					
CORECTIVE ACTION-SMITCH REPAIRED.						
98-14-506 FUER CHAMECYEN SKITCH	FAR 7-36000-019	00908g	F.T.B	768 60/C		*******
FAILUNE HOCE-SHUKT-A DOLENOID COIL LEAN IN THE POLER CHINGEONER SPITCH WAS ROUTED TOD CLOSE TO THE HOVABLE PORTION F THE SHITCH DETENT THE WIRE CAUGHT IN THE DETENT WHERE IT WAS SALEEZED UNTIL THE WIRE SHORTED THROUGH THE INSULAT ON TO THE SHITCH FRANC.	HINGEONTR SZITCH WAS RE	WTED 100 C L THE WIRE	1.05E 70 T	HE HOVABI	LE PORTION THE INSULAT	
CORRECTIVE ACTION-CONVATH DUALITY CONTROL WILL EXERCISE SPECIAL CAUTION IN THE INSPECTION OF WINE DRESS, MMERE WIRI ME IS ROUTED REAR MOVING MARTS. THIS SMITCH IS NO LOWER MERPFACTUMED. A POLEC CHAMIQUER BUITCH OF ENTIRELY DIFFERE NY DESIGN IT ELIME USED FROM APPROXIVATELY IND ON.	E SPECIAL CAUTION IN THE MANERACTURES. A POLE	C INSPECTE CHANGLOYE	ON 'S WIRE R BWITCH I	E DRESS, CF ENTSM	WESE WALLELY DIFFERE	
DH-690112-07-02 DEACON BATTERY	CAPTINE	£7,003	41	29		3000
FAILURE MODE-OUT OF EXPECTED TEST VALUE. BEACON DATTERY WAS BELOW MINIMUM TEM-ERATURE. SYSTEM EFFECT-OPERATION DOLS NOT STARY. AT THE TIME OF TRANSITION FROM EXTERIAL TO INTERNAL MOMER THE NO. 2 RANGE AFETY RECEIVER FAILED TO GO INTERNAL DUE TO THE LOW TEMPERATURE.	T WAS BELOW HINIMUM TENTRAL TRANSLITION FROM EXTER!	PERATURE. AL 10 INTE	RML POE	A Tife NO.	. B BANKS 3	· · · · · · · · · · · · · · · · · · ·
CORFECTIVE ACTION-SURGODS WERE EMSTALLED ON THE MOD COOLING DUCT FOR THIS TEST TO DETERMINE THEIR ALEGUACY TO MAINT AIR ACCEPYAZLE BAITERY TEMPERATURES. THE BATTERY TEMPERATURED DROFTED BEIOM MINIMUM, INDICATING THAT THE BARGUDS ARE NOT 55 CFFECTIVE AS THE ELECTROFILM BLANKET MEATER USED IN DINGR TESTS.	OLING DUC! FOR THIS TEL ATURED DROPTED BELOW HI D IN OTHER TERES.	NI TO DETER NIMUM, 1MD	NINE THET	A AEEGUAK HAT TWE I	EY TO MAINT BARCAUDS ARE	
86-43-46-036F COAT-COMECTOR: ELECT	FAR 39-64510-605	1160	FACTORY	ž č		·
THE CONTIES CAGES PULLED LODGE FROM PLUS, WESSEAZU. EXCESSING TORAGE PORCES THE BHIRLDED S EMPPORE ATHS CAUSING SOME OF THE STRANDS TO FAIL.	C FROM PLUS, USSSEA/U. THE STRANDS TO FAIL.	EXCESS WE	TORANG PO	RCEO THE	***************************************	
					PARE DEC	

· 一般のは、一般のできる。 かいかい かいかい こうかい こうかい はいない はない はない ないない はない ないない はない ないない ないない ないない ないない ないない ないない はない ないない はない ないない はない ないない はない ないない ないないない ないない ないない

ڊ ۾

A CONTROL OF THE PROPERTY OF T

CONTRACT BYTHINGS

....

	BIFFICELTIES REVIEW-RANGE SAFETY CORRAID STREETSCORE	PETT COMMAND SYSTEM	ATROOME				
1714 100-1716 100-1716	TEST/REPORT MARGE PAILED CONFORDIT MARE	DIF DATA SOURCE PART HUNDER	MOSCLE BITE DATE DATE OFF	11 TE 11 F	E O	VENDOR MANE VENDOR PART NO	
CORRECTIVE ACTION-THE FOL	CORRECTIVE ACTION-THE FOLLOWING IS BELING DOME TO ELINIMATE CABLE COMMECTORS FROM DEING TORGUED TOO HIGH. 1. TORGUE ALVE IN MTS 25.18.48 IS AMERICAD TO READ 48 THEM-POUNDS PLUS 3 FOUNDS, MINUS ZENO FOUNDS. 2. THE REAR OF THE COMMECT R-CABLE ASSEMBLY IS TO 45 FOTTED METH A WINDS HAMID ACCOMMANT MATERIAL.	CABLE COMECTORS FI 8.9 POUNDS, MINUS ZI 6. COMPANY MATERIAL.	OR BEING 1	CROUED 1	DO HIGH.	1. TORBUE	00.00
PANKE SAFETY COMMID-A/B	M-700-08-1508	COMPOSITE-S PACT	5308	ETRIA	463		2200
FAILURE MODE-DURING THE G	MOC TESTS THE CHAIGEL S MONITOR SIGNAL WAS NOT RECEIVED. PAILURE WAS DETERMINED TO DE IN RE	GIAL IAS NOT RECEIVE	D. FAILUR	WAS DET	T GENINE		
BYSTEN EFFECT-INFROPER DI	DISCRETE PICKEL.					•	
WALCLE EFFECT-1EST DELAT.	٠						
CORRECTIVE ACTION-RECEIVE	YER MAGES & WAS REFLICED.						
MATERIAL COUPLES RECEIVED	574-3 -66 -35	16.72	730 660£19	APAESS-1	5 5 2		98898
FAILURE MODE-THERE NEME S	SEVERAL PERIODS OF LOSS OF LOCK IN THE CERTS TRACKING SYSTEM APPARENTLY DUE TO A MECHANICAL E BETWEEN THE GUIDANCE PULSE DUPLEICH AND ANTENNA.	THE CENTS TRACKING EN AND ANTIONA.	SYSTEN APP	AREXTLY	A 05 A	Countral	
STSTEM EFFECT-EMATTIC OF	CATION.						
WENTER EFFECT-HOME.							:
CORRECTIVE ACTION-OFEN-AC	ACTION SHOUP IS THE SOUSTH TEST MENS-MATE.	- w.r.s.	٠				
AATDOM, COOPLE (RECE! WE	#D/CA4483-001-42/FC-CO-02-9890-001	1 CONFOST TE-FACTORY	9003 90019		88		2386
FAILURE HODE-PAILES TO CO	FAILURE HODE-FAILED TO CYCLANE AT PRESCRIBED THE, MAIRE BARETY COMMIS NO. 1 RECEIVES FAILED TO INSTINTE DESTRUCT CHRAND.	APETY COMMAND NO. 1	MCG 1 VCM P	A11.60 TO	ENET LATE		·
aranda Office-Office to	DECEMP START. ND BESTRECT CHARACE THETTATES.	INETIATED.				• • • • •	
White Ofter-corestit	I M-SCHOOLD. FORT CONTOLINE WESTING M.	IN REPURED.				-	
COMECTIVE ACTION-BELAY R	K-19 MPLACED IN PUREM DISTRIBUTION CASINET.	H CABINET.		!			
			·				·
						Ph4K 20g0	

CONVAIR DIVISION

15 JUN 1968

DIFFICULTIES REVIEW-RAMME BAFETY COMMAND BYBTEM-AIRBORME

STSTEM SUG-STSTEM	TEST/REPORT MUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART NUMBER	VEHICLE B	SITE PRI	VENDOR PARE VENDOR PART NO	
RANCE SAFETY COMMAND-A/B ANTEMMA,COUPLER,RECETVER	60/cacues-001-44/FC-CO-01-0071-15 receiver	COMPOST TE-FACTORY	7115 630017	€ €		Î
MOE-FAILURE TO UCT COMMAND FROM 13 EXPECTED. PRO	FAILURE MODE-FAILURE TO CEASE OPERATION AT PRESCRIBED TIME - TEL THE DESTRUCT COMMAND FROM RECEIVER NO.1 WAS REMOYED ? SECONDS PR FEMOVAL IS EXPECTED. PROBLEM DUE TO A TEST INSTRUCTION PROBLEM.	PRESCRIBED TIME - TELEMETRY MEASUREMENT DSK (DESTRUCT OUTPUT) INDICATED REMOVED ? SECONDS PRICA TO REMOVAL FROM RECEIVER NO.2 WHEN BIMULTAINEOUS INSTRUCTION PROBLEM.	HENT DSK (DES' FROM RECEIVER	RUCT OUT NO.2 WHE	PUT) INDICATED H BIMULTAINEOUS	
FFECT-OPERATION	SYSTEM EFFECT-OPERATION STOPS PRENATURELY.					
VEHICLE EFFECT-CONFOSITE	TE RE-SCHEDULED - POST - COMPOSITE TESTING REGUINCD.	STING REGUIRED.				
IVE ACTION-CORREC	CORRECTIVE ACTION-CORRECTED TEBTING INSTRUCTION SEQUENCE.					
RANGE SAFETY COMMAND-A/B ANTEMM, COUPLER, RECEIVER	AGUS3-001-38/FC-CO-01-0071-018 RECEIVER	COMPOST TE-FACTORY	7113 650604	88		9110
FAILURE MODE-OUT OF TOLE	LERANCE- RSC RECEIVERS, RELAY - DELAY PICKUP TIMES WERE EXCESSIVE.	PICKUP TIMES MERE	EXCESSIVE.			-
SYSTEM EFFECT-OPERATION	N TOO LONG.					
VEHICLE EFFECT-COMPOSITE	TE RE-SCHEDULED. POST - COMPOSITE TESTING REQUIRED.	TIME REGUIRED.				
CORRECTIVE ACTION-MODULA	LATION GENERATOR (AGE) HAD TO BE REPLACED.	ACED.				
RANCE SAFETY COMMAND-A/B ANTEHNA, COUPLER, RECET VER	WSE-303 RECEIVEN	сомтром	106-F ¢	88		*
MODE-OUT OF SPEC	FAILURE MODE-OUT OF SPECIFICATION. LOW SIGNAL STRENGTH AT RBC RECEIVER NO. R DURING THE TEST.	INC RECEIVER NO. E D	URING THE TES	Ŀ		
SYSTEM EFFECT-OPERATION	N 100 LGZ.					
VEHICLE EFFECT-COUNTDOM ABORTED.	ABORTED.					
CORRECTIVE ACTION-LIBERIDIAL.	BYSTEN TEATS OF	THE RECEIVERS AFTER THE TEST INDICATED THAT SYSTEM CHERATION WAS SATISFA	TED THAT SYSTI	DH OPERAT	ION NAS BATTBEA	
RANGE SAFETY COMMANJ-A/B ANTÉNNA,COUPLER,RELETYER	FTA8501/ P2-4 CO-03- 288 RECEIVER	COMPOST TE-B FACT ET-B1971	25 000 12 641030	VE3	YES ADSIBADO-1	
FAILURE MODE-ERRATIC OPERATION. ERRATIC ES IN SIGNAL STRENSTH NERE APPROXIMATELY INE RANGING FROM E TO 10 SECONDS.	FAILURE MODE-ERRATIC OPERATION. EARATIC BIGNAL BTRENGTM CHANGES MERE EZMIBITED THROUGHOUT THE TEST. MAXIMUM DECREAS 8 in bignal strengtm mere approximately bo to as percent iaw on tlm data. Decreases lasted for varying periods of t Me rangimg prom 2 to 10 becombs.	INGE MEKE EZMIBITED IV ON TLM BATA. BECR	THROUGHOUT TO EABER CASTED I	E TEST. OR VARYE	MAXIMUM DECREAS	

STRTEM EPPECT-LOSS OF REDUNDANCY.

WHICLE EPFECT-MONE.

GENERAL DYMMICS CONVAIR DIVISION

13 144 1366

DIFFICIALIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRBORNE

3737EW 848-3737EW	TESTARFORT MUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	\$17E	PRE VENDOR NAME OTH VENDOR PART NO	
CCARECTIVE ACTION-TESTIME	CCARECTIVE ACTION-TESTING PERFORMED TO DETERMING IF PERSONNEL MOVENCHTS ON TOMER CAUSED CONL) BE ESTABLISHED. RECEIVER NO 1 THEN REPLACED, AND NO FURTHER FLUCTUALIONS ORSERVED.	L HOVEHENTS ON TOK RTHER FLUCTUATIONS	ER CAUSED OBSERVED.	THE PROBL	THE PROBLEM. NO CORRELATION	261769
RANCE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECEIVER	A3-4MO-01-300 RECEIVER	COMPOST TE-FRO/DPL	3000 641021	A-9	7E8 10	995129
FAILURE MOE-OUT OF TOLD	FAILURE MODE-OUT OF TOLIPANCE RSC RECEIYER ND. 1 A.G.C. LOM.					
SYSTEM EFFECT-OPENATION 1	T00 L0M.					_
VEHICLE EFFECT-NONE.						
CORRECTIVE ACTION-REPLACED RECEIVER.	ED RECEIVER.					
RANCE SAFETY COMMIND-A/B ANTENNY, COUPLER, RECET VER	CT-98-18-01E COUPLER, R1MG	FAR 7-36344-5	1460	C7A	YES GOC NO	7:11
FAILURE HODE-SHORT-ELECTRICAL. IMEUNIT FAILED RIED FAILURE WAS NOT COMFIRMED. HOMEVER, WATER IMSIDE THE COMMECTOR WAS HOT DETERMINED.		WEN IT HAD INTERMITTENT MICH ATTENUATION BETWEEN TERMINALS. THE REP IN THECOUPLER COULD HAVE CAUSED THE FAILURE. THECAUSE OF WATER BEING	TEHMATION THE FAILUR	BETVEEN TI E. THECAU	enimies. The repo ie of water being	
CORRECTIVE ACTION-17 MAS	RECOMENDED TO THE SLY PROJECT THAT A STUDY BE MADE TO DETERMINE THE PEASIBILITY OF USING ME COUPLERS AROUND CABLE CONNECTORS AND RING COUPLERS JACKS.	A STUDY BE MADE TANDE TAND RING COUPLER J	TO DETERNIN JACKS.	E THE PEAS	HEILITY OF USING	
RANGE SAFETY COMMAND-A/B ANTÉMNA, COUPLER, RECETVER	CDA-AP244-D62/D1-601-D3-36	7.184	365	\$ 63	99	***************************************
FAILURE MODE-FAILURE DURI	FAILURE MODE-FAILURE DURING OPERATION. DIE TO ERRONEOUSLY TRACKING A SIDE LOBE OF THE VEHICLE TRACK BEACON MECEINED SIGNAL: THE GAOLAD ASC SYSTEM PRESENTED DATA MICH INDICATED (ERRONEOUSLY) A LARGE AZIMUTH ERROR.	ACKING A BIDE LOBE (ERRCHEDUSLY) A L	OF THE VE ARCE AZINU	HICLE TRAC	A BEACON RECEIVED	
STATEM EFFECT-IMPROPER DE C/O AT 298.7 SECONDS AND ERATED TIMES.	STSTEM EFFECT-IMPROPER DISCRETE BIGMALS. DUE TO TME APPARENT AZIMUTH ERROR C/O at 298.7 Seconds and ALL EMSINES CUTOFF BIGMAL AT 803.0 SECONDS. BOTH RATED TIMES.		OUND REC G	ENERATED A	GROUND REC GENERATED THE SUSTAINER ONLY SHALS WERE PRICE TO HORING GUIGANCE-GEN	
WHICLE EFFECT-PREMATURE PROPULATOR CUTOFF, THE N PRASHENTATION WAS PRECLUDED BY THE AECO AIGHAL.	PROPULATOR CUTOFF, THE YENICLE IMPACTED BE IN BHORT OF THE PLANNED IMPACT POINT.PLANNED TA.	CTED SE NOT BHORT O	THE PLAN	HED THPACT	POINT.PLAINED TA	
CONFECTIVE ACTION-PROCEDURAL CHANGES TO PREVENT BECOMES, ADDITIONAL INSTRUMENTATION ALSO PLANEED.	COMPECTIVE ACTION-PROCEDURAL CHANGES TO PREVENT SIDE LODE TRECHING BY MAKING TRACK SYSTEM LOOK POR MAIN LODE AT 100 Decomps. Additional instrumentation also planeed.	ACREMO DY MAKING T	RACK SYSTE	* LOOK PO	MAIN LONE AT 100	

CONVAIR DIVIBION

DIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRBORNE

13 JUN 1966

37.57EM 3.08-57.57EM	TESTARFORT MUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E	SITE PRI VENDOR NAME	
RAMGE SAFETY CCMMAND-A/B ANTENNA, COUPLER, RECEIVER	LV-89-18-124-F COUPLER, RIMS	FAR 7-34044-9	729070	FACTORY	7E3 6DC NO	921260
FAILURE MODE-ELECTRICAL AND 16. A BROKEN SOLDER 6 ABSEMBLY WAS THE CAUSE	OPEH. THE UNIT FAILED WHEN THE VOLTAGE STANDING WAVE RATIO MAS TOO MIGH ON TERMINALS 13, 14 COMMECTION AROUND THE EVELET ON TERMINAL 13 WHICH IS ATTRIBUTED TO EXCESSIVE PRESSURE DUTIN OF FAILURE.	AGE STANDING WAVE R. NIMAL 13 MHICH IS A	TRIBUTED TO	20 H16H 0H	TERMINALD 13, 14 TE PRESSURE DUTIN	
CORRECTIVE ACTION-RESIDENT PLANNING OPERATIO E BASEPLATE OF THE RING COUPLER TO THE RING O COUPLER DURING ASSENBLY AND MISSILE NOUNTING.	CORRECTIVE ACTION-REDIDENT PLANNING OPERATIONS 7-58044-5, CHANGE L-OR, REGUIRES A NEW FIXTURE BE USED IN MELDING TH E BASEPLATE OF THE AIMS COUPLER TO THE RING COUPLER BODY. THIS NEW FIXTURE REDUCES STRESSES INDUCED INSIDE THE AIMS COUPLER DURING ASSEMBLY AND MISSILE NOWNTING.	HANCE L-OR, REGUIRE IS NEW FIXTURE REDU	A NEW FILL	KTURE BE U	NED IN VELDING TW INDIDE THE RING	
RANGE SAFETY COMMAND-A/D ANTENNA, COUPLER, RECEIVER	FTABABI / P2-ACO-01-185 RECEI VER	COGOSTIE-B FACT 27-61028-617	1950	21	04 AD31 9400-2	36546
FAILURE MODE-ERRATIC OPE SYSTEM EFFECT-LOSS OF ME	CHERATION. BF IMPUTABLE FOR RANGE BAFETY COMMAND RECEIVER 1 MAN ENRATIC. REDUNDANCY.	TY COMAND RECEIVER	1 WAS COR.	VIC.		
VEHICLE EFFECT-NOIC.						
CORRECTIVE ACTION-CHANGED RECEIVER I. RANCE SAFETY COMMIND-A/B LV-89-18-1E3- ANTENNA, COUPLER, RECEIVER RECEIVER	D RECEIVER 1. BABBERALDY TESTS SHOWD PROSELDY TO SE CAUSED ST MELTIFATH. LV-65-16-18-2-C FAR 040010 ETH RECEIVER	PAR	010070	1	YES AVCO	-
FAILURE MODE-ERRATIC OPERATION. THE RECEIVER THAT 64-61-003 CAMCELLED THE PAILURE AMALTRIB.	OPERATION. THE RECEIVER PAILED WHEN ITS AUTOMATIC GAIN CONTROL WAS FOUND TO BE ERRATIC. MAIWER ED THE PAILURE AMALYSIS.	B AUTCHATIC GAIN CO	HTROL MAS	oue to a	CRRATIC. MAINGR	·
CORRECTIVE ACTION-NOME.						
RAINGE BAFETY COMMID-A/B ANTINA, COUPLER, MECEL MER	0LV-A0-10-123-¢ MCCI VER	TAR	619099	PACTORY V	VES AVED	4010
PAILURE MODE-ERRATIC OPE	OPCRATION. THE RECEIVER FAILED IN PINAL CHECKOUT WHEN IT DISPLAYED ERRATIC RESPONSE.	L CHECKOUT WITH IT	DI BFLAYED	DRATIC M	POFIE.	,
CORRECTIVE ACTION-LARROM	CORRECTIVE ACTION-LIBERIONI. PAILURE NOT CONFIRMED.					 +-

• 1

CONVAIR DIVIDION

11 JUN 1960

	DIFFICULTIES REVIEW-RANDE SAFETY COMMAND SYSTEM-AIRBORNE	ETY COMMAND BYSTEN	A I RECRIME				1
818-8188 918-8188	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUNDER	VEHICLE DATE DIP	877£ 710€ 01F	9 2 2 2	VENDOR NAME	
RANGE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECET VER	3LV-99-10-122-C RECEI VER	FAR	\$0 \$ 0 \$ 0	FACTORY	1 0	YES AVCO NO ADSISSODME-111	:
FAILURE MODE-ERRATIC OF	FAILURE MODE-ERRATIC OPERATION. THE RECEIVER OUTPUTS MENE INTERMITTENTS.	MERNI TIENT.					
CORRECTIVE ACTION-UNKINON	CORPECTIVE ACTION-UNKNOWN, FAILURE NOT CONFIRMED.						
RANCE SAFETY CONTAND-A/B	OSCE136 RIMSCOUPLERCIRCUITBOARD	UTP-PRT 00-36012-1	4 0901	5/ 95	ž 8	3/ 93	191306
FAILURE MODE-CPEN (ELECT RT LEVEL VIBRATION, TEMPE NEEN THE CIRCUIT BOARD RE	FAILURE MODE-CPEM (ELECT). DURING THE VIBRATICH-TEMPERATURE- ALTITUDE TEBT, THE TEST SPECIMEN CEASED TO OPERATE. (P RT LEVEL VIDRATION, TEMPERATUPE MINUS 29 DECREES F, ALTITUDE 1991 HG). EXANINATION REVEALED THAT THE BOLDER JOINT BET WEEN THE CIRCUIT BOAPD RIGBON AND THE ETELET WAS CRACKED.	- ALTITUCE TEST, 75 (1981 HG) . EXAMINATI	E TEST SM ON REVEALI	CCIMEN CL	94 34 34 34	to operate. (P R.DER 2018T BET	
CORRECTIVE ACTION-ALL PA S NERE REMORKED TO MPS 44 EFF. FRR 132 AND 078.	CORECTIVE ACTION-ALL PARTS FABRICATED TO DATE WERE IR/D FOR BURNEY. THOSE THAT DID 707 'ASS THE BURNEY INSTRUCTION S NERE REWORKED TO MPS 44.01.14. ACTION MAS INITIATED TO MANE ALL UNITS BUBJECTED TO ACLEPTANCE VIBRATION TESTIME. R EF. FRR 132 AND 078.	A BURYET, THOSE THA E ALL UNITO BUBJECI	7 010 307 ED 70 ACC	TABE THE	1 PRA 1	EY INSTRUCTION	
RAINGE SAFETY COMMAND-A/P ANTENNA, COUPLER, RECEI VER	60/A A6U63-001-17/FC-CO-01-0006-01 COHPOSITE-FACTORY 1 NECEIVERS A0318600HK1	COMPOST TE-FACTORY ADSTRECOMEL	28.80 64070£		ខ្ទុំខ្ទ		-
FAILURE MODE-OUT OF TOLE AND BO PCT WERE EXPECTED.	FAILURE MOE-OUT OF TOLERANCE. MEASURDHENT DTV, NO. 1 RBC RF IHPUT/AGC INDICATED D6 PCT AND D4 PCT 18W WHEN D8 PCT AND D0 PCT 18W WHEN D8 PCT NO.	F INPUTAGE INDICAT	8 % Kt	75 04	5	IN VACUA DE PCT	
SYSTEM EFFECT-CPERATION	T00 H16H.						
VEHICLE EFFECT-COMPOSITE	E DELAYED AND RE-SCHEDLED. POST-COMPOSITE TESTING REQUIRED.	POSITE TESTING RESI	1800.				
CORRECTIVE ACTION-BOTH R	ROC RECEIVERS WENE RECALIBRATED.	!			1	:	
RANGE SAFETY COMMAND-A/B	FTA4460/F3-4C0-03-E10 RECEI VEN	COMPOSITE-B FACT	£160 640617	*	₽ ₽		122
PAILURE MODE-ERRATIC OPEI R IMPUT AGG. BELIEVED TO I	ERATION. VARIATIONS NOTED IN THE TELEMETRY HEASURENENT OF NO. 1 RANGE BAPETY COMMAND RECEIVE BE REBULT OF MOVENENT (PERSONNEL), ELEVATORS, ETC. IN THE VICINITY OF RSC ANTENNAS.	ENETRY HEABURENENT LEVATORS, ETC! IN TH	C NC NL 1 P	TANKE SAN	ANTO	COMMIND RECEIVE	
878TEH EFFECT-POSSIBLE LA	LOBS OF REDUNDANCY DURING PERIODS OF ALC PLUCTUATIONS	AGE PLUCTUATIONS.					
CORRECTIVE ACTION-HOME.					:	:	
			·				}~~~
						PASC 8030	_

ALE CONTRACT

DIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRBORNE

			001360			*			
PRE VENDOR MANE OTH VENDOR PART NO	AS HIGH. AFTER THE INTERNAL P	ROUTING FORM IN ORDER TO ALLOW A BETT ON ABSEMBLY AND INSPECTION TECHNIQUES	7ES 60/C	DIRECTURE HIN THAT THE SOLD	DENTS OF THE CATION RESULE	YES 60/C	URE NINUS ES D	DEGREES ON THE PACERS MERC AD ET. FRR 876.	YES AWO NO ADSIPEODIK-1
# 5 # 5		See 1	ž ā	SALED	CCIFT	ğ Q	PERAT	9 9 5	ž ž
317E 118E DIF	FACTORY F LAVE RA DENECTION	28 H 18 OR	3	L VIGRATI	PAT/PRT R DESTON SP	3/ 93	110% 169 34 44. EX	EYELET T JOINT. AL JCCEBSFUL	2
VEHICLE DATE DIF	E STANDIM SOLDER CO	ROUTING FO	225079	(SLT LEVE) S. Exahîn	EYED THE YOUR THE I	640309	VEL VIBRA' H CONECT	ABING THE STRONGER . RT TEST SO	3500
DIF DATA SOURCE PART NUMBER	69-11210-9 EST WHEN THE WOLTAGE MAS DUE TO CRACKED	E ASSEMBLY PROCESS	UTP-9LT 69-36012-9	URE -ALTITVOE TEST D INTERNITTENT OPEN CRACKED.	SUCCESSFULLY COMP. D.S. OF WHICH ARE BE	UTP-PRT 69-36012-3	TITUE TEST (PRT LE ITTENT OPENS THROUG E EYELET MAS CRACK	WHICH PERHITTED SUMBING THE ETELET TO GG DEGATES ON I SOLDER FILLET AND STRONGER JOINT. ALSO, SPACERS WERE THE -S PASSED THE PRT TEST SUCCESSFULLY. REP. FAR ETS	rae rae
TEST/REPORT MANGER FAILED COMPONENT MANG	SAV-99-14-120-F COUPLER, RING THE UNIT FAILED FIRST ELECTRICAL TE	CORRECTIVE ACTION-TOOLING LIAISON REQUEST AREAS CORRECTS THE ASSENGLY PROCESS ROUTING FORM IN ORDER TO ALLOW A BETT	69C2136 RINECOUPLENCIRCUITBOARD	FAILURE MODE-OPEN IELECT). DURING X-AXIS VIBRATION-TEMPERATURE -ALTITUDE TEST (SLT LEVEL VIBRATION, TEMPERATURE MIN US 40 DESREE F. ALTITUDE 1NM MG), THE TEST SPECINEN EDVIDITED INTERMITTENT OPENS. EXAMINATION REVEALED THAT THE SOLD ER JOHNT BETWEEN THE CIRCUIT BOAPD RIBBON AND THE EYELET MAS CRACKED.	THE UNIT IS A BUALIFIED PART HAVING SUCCESSPULLY COMPLETED THE PAT/FRT REGUIRDMENTS OF THE FAILUME OCCURRED DURING SLT, THE LEVELS OF WHICH ARE BETOND THE DESIGN SMECIFICATION MEGUIRE	69C2136 RIMGGGPLERCIRGUI TBOARD	FAILURE MODE-OFEM (ELECT). DURING VIBRATION-TEMPERATURE- ALTITUDE TEST (PRT LEVEL VIBRATION, TEMPERATURE MINUS ES D EGREE F. ALTITUDE 1MM HG) THE TEST SPECIMEN EMIBITED INTERMITTENT OPENS THROUGH COMECTOR 14. ETAMINATION REVEALED THAT THE SOLDER JOINT BETWEEN THE CIRCUIT BOARD RIBBON AND THE EYELET HAS CRACKED.	CORRECTIVE ACTION-ECP 7725 CREATED THE DABH-5 CONFIGURATION WHICH PERHITTED SUMSING THE ETELET TO GO DEGREES ON THE RIBBOH SIDE OF THE CIRCUIT BOARD THUS ALCOHING FOR A BETTER SOLDER FILLET AND STRONGER JOINT, ALSO, SPACERS WERE AD BETWEEN CASE HALWES TO PREVENT HOTION DURING VIBRATION. THE -5 PASSED THE PRI TEST SUCCESSFULLY. REF. FAR 276.	LV-90-18-117-F RECEIVER
373TEH 348-373TEH	RAMPE SAFETY COMMAND-A/B ANTENMA, COUPLER, RECEIVER FAILURE MODE-STRUCTURAL, REPAIR, THE VSMRS OF TERM	CORRECTIVE ACTION-TOX.IN	RANGE SAFETY CORNAND-A/B ANTERNA, COUPLER, RECEIVER	FAILURE MODE-OPEN (ELECT US 40 DESREE F, ALTITUDE ER JOHNT BETWEEN THE CIRC	CORRECTIVE ACTION-NOME. UNIFIED TEST PLAN. THIS F.	RANGE SAFETY CONTAIND-A/B	FAILURE MODE-OPEN (ELECT EGREE F, ALTITUDE 1MM HG) THAT THE SOLDER JOINT DETI	CORRECTIVE ACTION-ECP 77; RIBBOH SIDE OF THE CIRCU DED BETWEEN CASE HALWES TO	RANGE SAFETY CONNAND-A/B ANTENNA, COUPLER, RECEIVER

*** ** * * *

PAILUME MODE-OUT OF EIPECTED TEST VALLE. TWO RECEIVERS MERE REJECTED MICH THEY MAD ABMORMALLY MISM SENSITIVITY. THE MISM SENSITIVITY AND SENSITIVITY AND SENSITIVITY AND SENSITIVITY.

GENERAL BYNAMICS CONVAIR BIVISION

19 JUN 1966

DIPPICULTIES MEVIEW-NAME SAFETY COMMAND SYSTEM-AIRBORNE

Q				••	*			•				7		
VENDOR NAME VENDOR PART NO		ORY YES NO 0-5 DB BUT SHOULD HAVE			1 DUE TO A LOC			YES ADS18600-1 NO					A WCO AB31 9409HR-1	MAD NO CUTPUTS. THE PAILURE WAS CONFIDENCE AND THEM LOST.
PRI PRI		F 8	2	38	770			5 3	FANCE				ទី ខ្	8
817E		PACTORY			1 916 MOT			12	Le FROM				£	Ne cor
VENTCLE DATE DIF		11 6F 6404E0 JE AND JI	CANCAS OS A SPAC	1385	18 SECONDI		ន់	2630 840408	TO SICE				F430 640408	PASLURE
DIF DATA SOURCE PART NUMBER	TEN. D CORRECTIVE ACTION.	FAR 08-36012-1 68 THROVEN TERNIMALE	MIS. E. ECH 39679 AD	CONFOST TE-FACTORY	CTION, EXPECTED AT EN		FIX TEST MAS PEAFOR	COUNTDOM 27-41020	WER FAILED TO RESPOND			0 -13800 BCC008.	2	HAD NO OUTPUTS. THE
TEST/REPORT NUMBER FAILED COMPONENT MANE	FLIGHT OR THE MISSILE DESTRUCT SYSTEM. THERE WAS NO FAILURE, THERE WAS NO CORRECTIVE ACTION.	A-AB-18-118-F FAR 116F FACTORY YES COUPLER, RING 88-58012-1 6404E0 NO L. DURING CHECKOUT THE INSERTION LOSS THROUGH TERMINALS JE AND JS NAS 9.9 DB BUT SHOULD NAVE	LEN LESS THAN 7.3 UB. THE VAILURE WAS CAUGED BY CHACKED BOLDER CONNECTIONS. THE CHACKE WAS ENVINAL EVELETS. CORRECTIVE ACTION—E ECHSSGA78 CHANGES THE BRAGE REQUIREMENTS. E. ECH 396479 ADDS A SPACER.	A6U63-001-8/FC-CO-01-0011-034	FAILURE MIDE-FAIL DURING OPERATION. THE LAST DESTRUCT FUNCTION, EXPECTED AT 265 SECONDS 91D NOT OCCUR DUE TO A LODS PIN IN THE TATLOR PROGRAMMEN.	DISCRETE SIGNALS.	WENTOLE EFFECT-COMPOSITE RESCHEDULED. A PARTIAL COMPOSITE PLA TEST MAS MENTORNED.	60a/brf4-011/60afe-401-00-e65 receiver	OPERATE AT PRESCRIBED TIME. RECEIVER FAILED TO RESPOND TO SIGNALS FROM MANGE.	DOES NOT START.	I BELATO.	THE METALCH. COMPANIE RECYCLED TO -15800 SECONDS.	LV-88-10-114-F Receiven	AT PRESCRIBED TIME. THE UNIT
STSTEM SUB-STSTEM	WILL WOT AFFECT MISSILE FI	1	TEMNIMAL EYELETS. CORRECTIVE ACTION-1 ECHS	RANCE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECET WER	FAILURE MODE-FAIL DURING OPERA E PIN IN THE TAYLOR PROGRAMER.	SYSTEM EFFECT-IMPROPER DI	WENTELE EFFECT-COMPOSINE CORRECTIVE ACTION-THE LO		FAILURE MODE-FAILURE TO	BYSTEM EFFECT-OPERATION		CONFECTIVE ACTION-PROLLIN	RANGE BAFETT CONNUND-A/D ANTENNA (COUPLER ARCE) VER	PAILURE MODE-FAIL TO CHERATE

1

THE PROPERTY OF STREET, STREET

CENERAL DYMMICS CONVAIR BIVISION

13 JUN 1966

DIFFICUATIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRBORNE

37.37EW	TEST/REPORT HUNGER	DIF DATA BOUNCE	VEHICLE	817E PRI	Ĕ	WINDOR NAME	
3CB-3757EM	FAILED COMPONENT NAME	PART NUMBER	DATE DIF	11ME 01F	O TR	VENDOR PART NO	

CORRECTIVE ACTION-THE VER ME RECEIVERS. THIS TORQUE EAR TO MOLD THE SCREW IN	CONECTIVE ACTION-THE VENDOR 13 NOW USING A TORQUE SCRENDRIVER TO ADJUST THE PADDER CAPACITORS DURING ASSENDLY OF THE RECEIVERS. THIS TORQUE SCRENDRIVER SHOWS THE RETAINING STRENGTH OF THE SPRINGS, AND WILL DETECT ONE THAT IS TOO WEEK TO MILL DETECT ONE THAT IS TOO W	IVER TO ADJUST THE INCHESION OF THE APPRI	PADDER CAPA MÉS. AND M	CITORS D	2 P	ASSEMBLY OF T THAT 18 TOO W	
RANCE SAFETT COMMUND-A/B AN'ENNA,COUPLER,RECEIVER	FT48449/PR-4CO-05- PG RECEI VER	COMPOSITE-J FACT E7-610E8	2630	ä	22	4031 96 00-1	•
FAILURE MODE-FAIL DURING	OPERATION- THE RSC NO. 1 UCT SIGNAL DURATION BEING	RECEIVER FUSE DID NOT BLOW WICH DESTRUCT WAS SENT. CAUSE OF FUSE TOD SMORT.	AEN DESTRI	77 W 8	. Luci	CAUSE OF PUSE	
SYSTEM EFFECT-INFROPER DISCRETE SIGNALS.	ISCHETE SIGNALS.						
VEHICLE EFFECT-COMPOSITE	DELAYED.						
CORRECTIVE ACTION-SEND L	CORRECTIVE ACTION-3500 LONGER BURATION DESTRUCT SIGNAL.						
RANGE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECET VER	COUPLER, RING	FAR 69-11210-1	640331	FACTORY	20	ğ	***************************************
FAILURE MODE-OUT OF SPEC. 96 DB AT 225 MC, WHERE AS	. IT WAS REPORTED THAT THE POWER SPLIT BETWEEN TERMINALS 1-4 TO 1-3, AND 1-4 TO 1-2, WAS 9. SPECIFICATIONS CALL FOR NO HORE THAN 0.7 DB. THE REPORTED FAILURE WAS NOT CONFIGUED.	PLIT BETWEEN TERMIN NAN O.7 CB. TWE REP	ALB J-4 TO DRTED FAIL!	J-3. AND ME WAS W	78	TO J-E, MS D. MINKED.	
CORRECTIVE ACTION-REVISION COSTRUCTS LA CONTRUCTS LA CONT	CORRECTIVE ACTION-REVISION-B OF THE RING COURLER SPEC., DATED 13 OCT. 1964 INCREASES THE DIFFERENCE IN POMER LEVEL MEASURED AT THE OUTPUTS LEADING TO THE THO ANTENBAS PROM 0.7 DB TO 0.8 DB.	TED 13 OCT. 1964 IN	CREASES THE	OIFFERE	11 30 M	H POJER LEVEL	
RAN-E SAFETY COMAND-A/B ANTENNA, COUPLER, RECEIVER	NECE! VER NECE! VER	FAR	*03 0 *9	FACTORY	YES ANCO	A WCO ADS1 940QHK1	***
FAILURE MODE-FAIL TO OPE WMML FUEL CUTOFF, AND DE FOR THE PLUK—IN UNITS AD	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TINE. THE UNIT FAILED WHEN IT HAD NO OUTPUTS TO AUTOMATIC FUEL CUTOFF, H AMMAL FUEL CUTOFF, AND DESTRUCT. THE RECEIVEN FAILED BECAUSE THE AUDIOANTLIFIER PLUS-IN UNIT MAS MISSIMS. THE REASON FOR THE PLUS-IN UNITS ASSEMCE MAS NOT DETERMINED.	FALLED WIEN IT MAD. E THE AUDICAMPLIFIE	NO CUTPUTS	TO AUTON	NTIC I	PUEL CUTOFF, H H6. THE REABON	
CORRECTIVE ACTION-BINCE	CORRECTIVE ACTION-BINCE THE REABON FOR THE MIBBINS PLUS-IN UNIT COULD NOT BE FOUND. THERE WAS NO CORRECTIVE ACTION.	UNIT COULD NOT BE	POUB, THE	A 44 10	55	ECTIVE ACTION.	
	·						
							~~

팢

SENERAL DYNAMICS CONVAIR DIVISION

The second of the second secon

-killer ta-

į.

15 JUN 1966

ICULTIES REVIEW-BANGE SAFETY COMMAND STATEM-ATRACAME

	DIFFICULTIES REVIEW-RANGE BAFETY COMMAND STOTCH-AIRSORNE	ETY COMMAND STREET	AIRBORNE				•
3737E# 310-3737E#	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	\$11E 11ME DIF	120	SITE PRI VENDOR HANE TINE DIP OTH VENDOR PART NO	
RANGE SAFETY CONVAND-A/B	A-99-10-102-F COUPLER, RING	FAR 7-36044-3	22.07	FACTORY	ដូទ		02255
FAILURE MODE-STRUCTURAL. 19 MAS 9D8. 1SOLATION SHO RD WHICH IS ATTRIBUTED TO	FAILURE MODE-STRUCTURAL. THE UNIT FAILED DURING PRE-VIBRATION ELECTRICAL TEATING WHEN IBOLATION BETWEEN J-15 AND J- 15 MAS 908. ISOLATION SMOULD BE NO LESS THAN ED DB. A BROKEN BOLDER COMECTION AROUND THE EVELET ON THE TERMINAL BOA RD WHICH IS ATTRIBUTED TO EKCESSIVE PRESSURE DURING ABSEMBLY MAS THE CAUSE OF FAILURE.	ON ELECTRICAL TEBTE 1 SOLDER COMMECTION 1 MAS THE CAUSE OF F	NG WHEN 18 AROUND THE AILURE.	CVELET	37 S 37 ₹	EN J-15 AND J- E TERNIVAL BOA	
CORRECTIVE ACTION-RESIDE E DASEPLATE OF THE RING O COUPLER DURING ASSEDBLY A	CORRECTIVE ACTION-RESIDENT PLANNING OPERATIONS 7-38044-5, CHANGE L-OZ, REQUIRES A NEW FIXTURE BE USED IN WELDING THE E DASEPLATE OF THE RING COUPLER BODY. THIS NEW FIXTURE REDUCES STREBSES INDUCED INSIDE THE RING COUPLER DURING ASSEDBLY AND MISSILE MOUNTING.	HANGE L-OE, REGUIRE IIS NEW FIXTURE REDU	S A NEW FI	XTURE BE	8 ± 3 8	IN WELDING THE SIDE THE RING	
RANGE SAFETY COMMOD-A/B ANTENNA COUPLER RECEIVER	A-99-16-103-F COPLER, RIME	FAR 7-34044-5	940110	FACTORY	ğ ö		33355
FAILURE MODE-STRUCTURAL.	FAILURE MODE-STRUCTURAL. TWO UNITS FAILED 10 JAN. 1964 MED THEY LEAKLD AT THE CIRCUMPENENTIAL WELD DURING 30-P916 GASEOUS NITROGEN PROOF PRESSURE TEDT. THE LEAKING 18 DUE TO INCORRECT MELDING TECHNIONES.	I NET LEAKLD AT THE INCORRECT NELDING T	CIRCUME!	ENTIAL W	9	JR186 30-P916	
CORRECTIVE ACTION-A REVI 12. ON THE RESIDENT ORDER TESTING IS PERFORMED WAS	SED WELDING PROCESS SHEEL WERE CANCELLED. A TOOL INITIATED IN SHOP GROEP	IT WAS ADDED TO THE MANUFACTURE THAT CLAMPS THE RING COUPLER T PLANNING, CHANCE LETTER L-0E.	NG SPEC. F	OUR LASH	ŝ	P/N 89-51309-0 ROOF PRE38URE	
RANGE SAFETY COMMING-A/B	LV-90-18-101-C RECEIVER	FAR	250 240110	3	20	VES AVCO NO ADSIDEDMES	683743
FAILURE MODE-OUT OF TOLE		A111VITY ORIFIED FR	Q 0.3 TO	1.0			
CORFECTIVE ACTION-BINCE RAME SAFETY COMMIND-A/B ANTEMA, COUPLER, RECEIVER	THERE WAS NO FAILURE AMALTAIS, THERE WAS NO CORRECTIVE ACTION. AGUSS-D01-EFC-CO-01-0008-002 COMPOSITE-FACTORY 2500 640107	CONFOSTIE-PACTORY	2500 2500 240107		88		1010
FAILURE MODE-FAIL TO OPE INITIATED, DUE TO A DEFE		CESTRUCT COMMINDS	our at the	100000	Ä	TON SUN ZONON	
VENICLE EFFECT-OPERATION VENICLE EFFECT-COMPOSITE	DOCE NOT START E DELATED. A PARTIAL RETEST OF THE CONFOSITE WAS PERFORHED.	CHOOSITE INS PERFOR	ė				
CORRECTIVE ACTION-THE TO	ONE SEMENATOR NAS REPLACED (ASE).			.			1
			,				· · · · ·

	DIFFICULTIES REVIEW-RANGE BAPETY COMMAND SYSTEM-AIRBORNE	TY COMMAND BYBTEM-	1 RBORNE			
316-375FM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE	MEHICLE A	1145 3118 1145 0TH	AENDOR PART NO	
RANGE SAFETY COMMAND-A/B ANTENMA, COUPLER, RECEI VER	A-99-18-10G-F COUPLER, R186	FAR 7-36044-8	CRIEDA FAC	FACTORY VES		******
FATLURE MODE-STRUCTURAL. O MORE THAN 7 06 AND STABL MEN PRESSURE MAS APPLIED 1	THE UNIT REPORTEDLY FAILED E. THE LOSS FRON TERMINALS TO JIA, THE REPORTED FAILURE	WHEN THE POWER LOSS VARIED FROM 6 TO 8 DB MMEREAS IT SMOULD BEN JIS TO JIS, AND PROM JIS TO JIS ALSO VARIED FROM 3 DB TO 4 DB W MAS NOT CONFIRMED BY ANALTSIS.	FROM 6 TO 6 5 JIS ALBO VA 118.	DB MACKEAL	3 DB TO 4 OB W	
CORRECT! VE ACTION-GD/C FACTORY PERSONGL MENE INF. AS NOT DETERMINED, INCRE MAS NO CORRECTIVE ACTION.	ACTORY PERSONEL WENE INFORMED OF THE RESULTS OF THE ANALYSIS. SINCE THE CAUSE OF FAILURE W MAS NO CORRECTIVE ACTION.	E RESULTS OF THE AI	WLY518. 51MC	E THE CAUS	IE OF FAILURE W	
RANCE SAFEIT COMMIND-A/B	G065-1093/A1-401-00-632 Receiver	n.	232D A-1 631104 276	A-1 HO 276.41 HO		******
FAILURE HODE-PREMATURE OF HOUT APPARENT CAUSE.	CPERATION. ALL ENGINE CUTOFF COMMIND GENERATED BY THE GROUND BASED RANCE BAFETY COMPUTER WIT	GNERATED BY THE G	HOUND BABED I	IANGE BAFET	IY COMPUTER WIT	
SYSTEM EFFECT-INFROPER D	DISCRETE SIGNALS. THE VIDVICLE-BOTHE RANGE SAPETY CONNAND BYSTEN OPENATED PROPERLY TO THE REC	UNGE BAFETT COMUN	DYSTEN CPER	ATED PROFI	CALY TO THE REC	
VEHICLE EFFECT-PREMIUNE	LARE WERNIER ENGINE CUTOTF. THE WERNIER ENGINE WAS CUTOFF BY THE RISC BYSTEM, IMPACT WAS SMORT.	ENGINE MA CUTOFF (N THE RSC BY	100. IN	ICT MAS SMORT.	
CORRECTIVE ACTION-THE PR	PROBLEM WAS DETERHINED TO BE THE RESULT OF	I OF A PROGRAMMING OVERBIGHT. NO FURTHER ACTION TAKEN.	OVERSIGHT. N	IO FURTHER	ACTION TAKEN.	
RANGE SAFETY CONTAIND-A/B ANTENNA, COUPLER, RECEIVER	CT-86-18-008-P RECE I VER-CACKE	FAR	1200 CTR 631029	£ 3	AVCO ADS19600HK1	į
FAILURE MODE-FAIL TO GPE	FAILUME MODE-FAIL TO OPERATE AT PRESCRIBED TIME. THE RECEIVER FAILED MAKEN IT RECEIVED THE MANU. FAILUME WAS CAUSED BY AM UNDOLDERED CHOME WINDING IN THE BROADBAND CONVERTER, P/N AR319403-1.	TINE. THE RECEIVER FAILED WEN IT RECEIVED THE NAMAL FUEL CUTOFF BIOMAL WINDING IN THE BROADBAND CONVERTER, P/N AB319403-1.	CELVED THE P	umual Pues 1-1.	. CUTOFF BISMAL	
CORRECTIVE ACTION-IT MAS ASSURE CHOKES ARE NOT INS	IMS RECOMENDED TO IMSA THAT THE VENDOR BE REQUESTED TO INPROVE QUALITY CONTROL PROCEDURES TO INSTALLED UNLESS THEY ARE PROVED TO BE GOOD.	BE REQUESTED TO 11 6000.	PROVE QUALITY	Y CONTROL	PROCEDURES TO	
RANGE BAFETT COMMIND-A/B ANTENNA, COUPLER, RECET VER	A-A9-10-000-P NECE! VER	FAR 87-30014-3	estate Pac	PACTORY YES	WE AVED	·
FAILURE MODE-FAIL TO OPERA CONFIRMED BY AMALYBIB AND TIME AND COULD NOT BE INDE	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME. THE RECEIVER FAILED WHEN IT HAD HO CUTPUT. THE INITIAL FAILURE WAS COMPINED BY AMALYSIS AND TRACED TO THE FIXED INTERNEDIATE-PRESUENCY AMPLIPIER. BUT THE FAILURE WAS LOST QURING TESS THE AND COULD NOT BE MADE TO RECUR.	J FAILED WEN 17 M. MEDUENCY AMPLIFIEM	LD NO CUTPUT. THE	THE 14171	INITIAL PAILURE UNS UNS LOST GURING TES	

GENERAL DYNAMICS CONVAIR BIVISION

9941 WAF 5.

DIFFICULTIES REVIEW-RANG SAFETY COMMING SYSTEM-AIRBORNE

8757Em 846-8737Em	TEST/REPORT NUMBER FAILED CONFORENT NAME	SIF DATA SOURCE PART NUMBER	WEHICLE DATE OFF	317E TIME 01F	£ 5	VENDOR NAME VENDOR PART NO	د ده میشندند
CORRECTIVE ACTION-NO COR	COMPECTIVE ACTION-NO CORRECTIVE ACTION MAS TAKEN AS THE PAILURE WAS LOST BEFORE ANY CAUSE COULD BE LEARNED.	TURE WE LOST BEFOR	E ANT CAU	E coul] 3	ARMED.	993740
RANGE SAFETY COMMIND-A/B ANTENNA,COUPLERINECEIVER	3LV-99-18-087-F COUPLER, RING	FAR 09-11210-1	43 10 29	FACTORY	58		\$ 233
PAILURE MODE-OUT OF TOLERANCE. E AS SPECIFICATIONS CALL FOR NO	THE POMER HORE THAN	SPLIT BETHEEN TERMINALS J4 TO J3, AND J4 TO JE, WAS G.S DB AT 225 MC, MACA. G.P DB POMER SPLIT.	# 01 AL		8	T 225 MC, MHER	
CORRECTIVE ACTION-6D/C FACTORY PERSONEL. AS NOT CONFIRMED, THERE MAS NO CORRECTIVE	TORY PERSONNEL. NO CORRECTIVE	WERE INFORMED OF THE RESULTS OF THE AMALYSIS. SINCE THE REPORTED FAILURE ACTION.	MALY 23. 1	NINCE THE	2	ATED FAILURE W	
RANGE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECETVER	69C2134 RIME COUPLER	UTP-PAT 89-36012-1	63/056	3/ 03	ភូមិ	YES 60/C NO	***************************************
FAILURE MODE-OUT OF TOLERANCE. LICHABLE 19 4.490 INCHES.	DANCE. DURING EXANINATION, THE PRODUCT VIDTH DINCHBION NEASURED 4.479 INCHES. THE MINIMAN	DUCT MIDTH DINEMBION	. NEASURED	4.479 IN	DES.	THE MINISHMA	
CORECTIVE ACTION-THE TEST PERATION OF THE UNIT. QUALI	MAS CONTINUED. THE CUT OF TY CONTROL WAS INFORMED OF	TOLERANCE 19 NOT CRITICAL AND DOES NOT EFFECT THE ELECTRICAL THIS DISCREPANCY. REF. FAR 040.	AND DOES	NOT EFFE	<u> </u>	E ELECTRICAL O	
RANCE SAFETY COMIAND-A/B ANTENNA, COUPLER, RECEIVER	3F-49-10-092-F RECEIVER CRESTAL	FAR	3301S	FACTORY	ភ្នំ ខ្	YES AVCO NO ADSIBEDORIS	993 70¢
FAILURE MODE-CONTAMINATION D TO A BAD CRYSTAL ASSEMBLY UBED BY ENTRAPHENT OF A SHAI	PAILUKE MODE-CONTAHINATION. THE RECEIVER PAILED WEN IT WAS FOUND TO MANE LOW SCHSITIVITY. THE FAILURE 18 ATTRIBUTE D TO A BAD CRYSTAL ASSEMBLY IN THE VARIABLE INTERMEDIATE-FREQUENCY PLUG-IN UNIT. THE CRYSTAL ASSEMBLY FAILURE MAS CA UNED BY ENTRAPHENT OF A SMALL PARTICLE OF CENANIC DETWEEN THE CRYSTAL AND ONE OF 178 ADJACENT CONDUCTIVE CONTACTS.	S FOUND TO MAVE LOW EQUENCY PLUG-IN UNIT HE CRYSTAL AND ONE O	SCHSTTIVE: THE CRYI	TT. THE F PTAL ASSE ICENT CON	AILU 2017 DUCTI	E 18 ATHIBUTE FAILURE WAS CA VE CONTACTS.	
CORRECTIVE ACTION-THE WE	COMPECTIVE ACTION-THE VENDOR WAS REQUESTED TO REVISE TEST PROCEDURED.	PROCEDURED.					
RANCE SAFETY COMMOND-A/B ANTENNA (COUPLER, RECEIVER	A 165 - 0005 - 1990 / PC - CO-02A -0006 -005	CONTO 17E-FACTORY ADS 19400401	190169		5 B		•
FAILURE MODE-FAIL DURING	FAILURE MODE-FAIL DURING OPERATION- THE RECEIVER NO. 8 MELAY DELAY PICKUP TIMES WENE ERRATIC.	AV DELAY PICKUP TINE	S MENE FAN	LATIC.			
RYDTEN EFFECT-EMATIC ORGANION.	Chattot.						
WOICLE EFFECT-COMPOSITE M	RECHEMBLED. STREET AND COMPOSITE RETESTING MERE REQUIRED.	METE SCINE MERE REDU					
			-				

A STATE OF THE STA

GENERAL BYNAMICS CONVAIR DIVISION

The actual of the second of th

15 JUN 1946

DIFFICULTIES REVIEW-RANGE BAPEIY COMMAND SYSTEM-AIRSC

-	***	102.60			803708			9986					
VEHICLE SITE PRI VENDOR NAME DATE DIP TIME DIP OTH VENDOR PART NO	46 SYSTEM TEST!	VES AVCO	THE MAR TOO BE. THE PAILURE I CTIVE ACTION W	ANTERNA COPIE		CABLE. THE PA	CONECTORS. TW	723 AD319400	ė		Q-6	TE AVO NO AD-319600M-1	B SIGNAL. THE
£ 6	1	ដ្	T A T T T T T T T T T T T T T T T T T T	7 T	<u> </u>		8	5 5	HECE		Ş	5 5	100
\$11E 11ME 01F	FAILED ICTOMILY.	FACTORY	JOSE PIC. CONCLUDED TION-ND (IN THE RE	AE WAS 11	PACTORY	HOH THE TO BREAK	PROVENEN	18	MOPERLY I			5	11 TO THE
VEHICLE DATE DIP	FER (ALBO)	13016	C FUEL CL 1. 17 18 G IECTIVE AC 4 AND NOT CCTIONS.	THE FAZEL	631018	CH LOOSE P	DESIGN IV	1970	100 84		IN AND FA	1970	D NOT REC
DIF DATA SOUNCE PART HUMBER	THE REPLACEMENT RECEIVER (ALBO) FAILED DURING BYBTEM TEST!	FAR	LILED WHEN THE AUTCHATTE PUEL CUTOFF PICKUP TIME MAS 700 SE, COLLD NOT BE CONTINEED. IT IS CONCLUDED THAT THE PAILURE I ANTENNA CABLE.RPH CORRECTIVE ACTION-NO CORRECTIVE ACTION WITHE ANTENNA CONNECTION AND NOT IN THE RECEIMEN. TESTIME ANRESULTS OF LOOSE CONNECTIONS.	WAS CONCLUDED THAT SCIBEL WEST MIDE AN	Far 27-61664-615	acle was found backi grance, perniting !	ON STATE-OF-THE-ART	COSTOBITE-3 FACT E7-61020	TESTS, APCO SIGNAL		DDD REFERENT TO 189061	PAA	CA EVERY THIMS BUT 1
TESTARGEORT MUSER DIF DATA SOURCE VEHICLE PART MUSER DATE DI	AND REPLACED.	57-26-10-081F ARTTHUM	FAILURE MODE-OUT OF TOLERANCE. THE RECEIVER REPORTEDLY FAILED WHEN THE AUTCHATIC FUEL CUTOFF FICKUP TINE MAS 100 BA. ON AND THE DESTRUCT PECKUP TINE WAS 100 BAS. THE PAILURE I NOTATION WAS CAUSED BY THE LODGE CONNECTION ON THE POST EANTENNA CABLE.NEW CORNECTINE ACTION-WO CORRECTIVE ACTION WAS CAUSED BY THE LODGE CONNECTION ON THE PAILURE WAS IN THE ANTENNA CONNECTION AND NOT IN THE RECEIVER. TESTING AND MAY AND MOT	CORRECTIVE ACTION-NO CORRECTIVE ACTION WAS TAKEN BECAUSE IT WAS CONCLUDED THAT THE FAILURE WAS IN THE ANTENNA CORRECTION AND HOT IN THE RECEIVER. TESTING AND MAMPACTURING PERSONNEL MEME MADE ANARE OF THE POSSIBLE RESULTS OF LOCAL COMMECTIONS.	28-48-18-083-F COAR-CORECTOR	MING CHECKOU! THE LEGGE/U RECEPTACLE WAS FOUND BROKEN LOOSE FROM THE CUTER CABLE. THE FA E AND RECEPTACLE ACCUMULATIVE TOLERANCE, PERMITTING NANDLING TO BREAK THE MOLDING BRAID S	COMECTOR REPLACEMENT IS DEPENDENT ON STATE-OF-THE-LAT DESIGN INPROVENENT OF CONNECTORS; TW	FTA8231 /F3-4CO-06-197	FAILURE MODE-FAIL TO OPERATE AT PREBERINGED TINE, DURING RISE TESTS, AFCO SIGNAL WAS NOT PROPERLY RECEIVED.	E PCLATED.	CORRECTIVE ACTION-REPLACED RIC RECEIVER NO.E. REPORT AAST-0030 REFERS TO INDOSIGA AND FAR 18-08-18-000-F	NF-66-19-060-F	PAILUNE MODE-PAIL (9 OPTRATE AT PRESCRIBED TIME, THE RECEIVER PAILED MEDI IT DID NOT RECEIVE THE TONE & BIGNAL. THE RESERVED WAS LONGON FROM OF THE RESERVED AS THE CAUSE OF THE RESERVED AS THE CAUSE OF THE RESERVED.
- 3	CONTECTIVE ACTION-THE RECEIVEN SAS REMOVED WE DUE TO LOW SENSITIVITY. A THIRD UNIT MAS	RANGE BAFETY COMBING-A/9 34 ANTENNA COMFLER PRECEIVER AN	FAILURE MODE-OUT OF TOLERAN OM AND THE DESTRUCT PECKUP T MOIGATION WAS CAUDED BY THE AS TAKEN RECAUSE IT WAS CONC D MANUFACTURING PERSONNEL HE	CORRECTIVE ACTION-NO CORREC CTION AND HOT IN THE RECEIVE COMECTIONS.	NAME BAFETY COMMIND-A/B SP ANTENNA, COUPLER, RECEIVER CO	FAILURE MODE-STRUCTURAL, DURING ILURE IS ATTRIBUTED TO CABLE AND TRANDS.	CORRECTIVE ACTION-SINCE CONN ERE WAS HO CORRECTIVE ACTION.	RANGE BAFETY COMMERSING-A/B FT	FAILURE MODE-FAIL TO OPERAT	· =	CORRECTIVE ACTION-PEPLACED	AANGE BAFETY COMMOND-A/B NG ANTENNA COUPLER (NECES VER NG	PAILURE MODE-PAIL 19 OPERATI

A STATE OF THE PROPERTY OF THE

PASK 9080

CONTAIR DIVIDION

ter and the second seco

11 JUN 1966

875TEM 808-875TEM	TESTARFORT MUMBER FAILED COMPONENT NAME	DIP DATA BOUNCE PART HUNGER	VEHICLE BITE PRI	PRI VENDOR NAME OTH VENDOR PART NO	
ATED FAILURE.					902
CORRECTIVE ACTION-SINCE	THE REPORTED FAILURE WAS UNCOMPTRIED, THERE WAS NO CORRECTIVE ACTION.	D, THERE WAS NO COR	RECTIVE ACTION.		
RANGE SAFETY CONNAND-A/B	A-99-18-096-F COUPLER, RING	FAR 7-38044-5	630927 FACTORY	00 00	•
FEILURE MOE-STRUCTURAL. MAS APPLIED TO TERMIMAL E TION MAS BROKEN BY EXCESS	FAILURE MOE-STRUCTURAL. THE ISCLATION BETWEEN TERNIMLS 14 AND 16 VANIED FROM 23 DB TO 30 DB WHEN SLIGHT PRESSURE WAS APPLIED TO TERNIMAL 15. THE FAILURE WAS DUE TO A BROKEN SOLDER CONNECTION TO A TERNIMAL BOARD EYELET. THE CONNEC TION WAS BROKEN BY EXCESSIVE PRESSURE DEING APPLIED DURING ABSENBLY.	AND 16 VARIED FROM SOLDER CONNECTION T INSEMBLY.	ES DB TO 30 DB WHO	EN BLIGHT PRESSURE EYELET. THE COMEC	
CORRECTIVE ACTION-PLANNI RING COUPLER TO THE RING	CORRECTIVE ACTION-PLANNING OPERATIONS 7-36044-5, CHANGE L-DE, A NEW FIXTURE BE USED IN MELDING THE BASEFLATE OF RING COUPLER TO THE RING COUPLER DODY.	E, A NEW FIXTURE BE	USED IN NELDING TI	ME BASEFLATE OF THE	
RANGE SAFETY COMMAND-A/B ANTENNA,COUPLER,RECELVER	LV-98-10-069-F RECELVER	FAR	1970 630923	YES AVCO NO AD-519600HK-1	•••••
FAILURE MODE-OUT OF TOLERANCE, THE RECEIVER F. HABLE VOLTAGE, THE FAILURE IS ATTREBUTED TO A "EXACT CAUSE OF LOW SENSITIVITY MAS NOT FOUND.	FAILURE MODE-OUT OF TOLERANCE. THE RECEIVER FAILED WHEN THE MANUAL FUEL CUTOFP LIGHT ILLUMINATED ABOVE MAXIMUM ALLO MABLE VOLTAGE. THE FAILURE IS ATTRIBUTED TO A VARIABLE INTERNEDIATE-PREQUENCY PLUG-IN UNIT WITH LOW SENSITIVITY. THE EXACT CAUSE OF LOW SENSITIVITY WAS NOT FOUND.	HANNAL FUEL CUTOFF HEDIATE-FREGUENCY F	LIGHT TILLMINATED LIG-IN UNIT VITH LI	ABOVE MAXIMUM ALLO ON SCHSITIVITY. THE	
CORRECTIVE ACTION-SINCE	THE EXACT CAUSE OF FAILURE WAS NOT FOUND. THERE WAS NO CORRECTIVE ACTION.	FOUND, THERE WAS NO	CORRECTIVE ACTION	•	
RANGE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECEIVER	LV-99-16-094-F COUPLEN, RING	FAR 7-36044-801	6309ES FACTORY	VE3 100	
FAILURE MODE-STRUCTURAL. ERE CAUSED BY BROKEN SOLD PRESSURE BEING AFFLIED DU	FAILURE HODE-STRUCTURAL. TWO UNITS FAILED INNEN ISOLATION BETWEEN TERMINALS WAS FOUND TO BE LUNSTABLE. THE FAILURES W ERE CAUSED BY BROKEN SOLDER CONNECTIONS AROND EVELETS ON TERMINAL BOARDS. THE CONNECTIONS WERE BROKEN BY EXCESSIVE PRESSURE BEING AFFLIED DURING ASSEDBLY.	Theen Terminals und Rhimal Boards, The	FOUND TO BE LINSTAL CONNECTIONS MENE BI	BLE. THE FAILURES W ROKEN BY EXCESSIVE	
CORRECTIVE ACTION-REBIDE E BASEPLATE OF THE RING C	CORRECTIVE ACTION-RESIDENT PLAINING OPERATIONS 7-38044-B, C BASEPLATE OF THE RING COUPLER TO THE RING COUPLER BODY.	MANGE L-CE, REBUIRE	S A NEW PIXTURE SE	CHANGE L-CE, RESUIRES A NEW PIXTURE DE USED IN NELDINS TH	
RAMEE BAFETY COMMAND-A/B ANTERNA, CONFLER, RECEIVEN	LV-A6-18-086-F COUPLER, RING	FAR 7-34044-8	ESSO FACTORY 630-604	7Es 10	···
FAILURE MODE-BURNCTURAL. THE CATING CONFIRMED THE PAILURE.	FAILUME MODE-BERUCTURAL. THE SHIT FAILED WHEN THE VOLTAGE STANDING NAWE RATIO HAS REPORTED TO BE HIGH. PUNCTIONAL STIME CONFIRMED THE FAILUME. THE UNIT HAD A VOUR OF 1.52 ON TERNIMAL 14: AND 1.53 ON TERNIMAL 15: A BROCEN BOLDER	TANDENS WANT RETED TO STREET S	MAS REPORTED TO BE.	HEN. FUNCTIONAL T.	

GENERAL DYNAMICS CONVAIR DIVISION

15 JUN 1866

	DIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRSORNE	ETT COMMAND SYSTEM-	A ! RBORNE			
#31016 #31016 \$00-94917,#	TESTARFORT MABER FAILED COMPONENT MANE	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF T	\$17C	SITE PRI VENDOR NAME TIME DIP OTM VENDOR PART NO	2
ONNECTION AROUND THE ETELL MAS THE CAUSE OF FAILURE.	THE EVELET ON THE TERMINAL BOARD WHICH IS ATTRIBUTED TO EXCESSIVE PRESSURE APPLIED DURING ASSEMBLY FAILURE.	TTREBUTED TO EXCESS	IVE PRESSUR	E APPLIE	D DURING ASSEM	L7 00374;
CORRECTIVE ACTION-PLANNING 7-39	MG 7-36044-5, CHAMGE L-GE, REQUIRES A NEW FIXTURE BE UBED IN MELDING THE BASEPLATE OF CUPLER.	A NEW PIXTURE DE U	OCD IN VELD	弄 克	BASEPLATE OF THE	e u
RANGE SAFETY COMMIND-A/B ANTENNA COUPLER RECEIVER	A NES	COMPOSITE-PACTORY	2630 F	FACTORY	2 2	011000
FATIURE MODE-OUT OF TOLES TOLES/INCE. THIS IRREGULAS	FAILURE MODE-OUT OF TOLERANCE. THE PROGRAMMED MANUAL AND AUTOMATIC FUEL CUTOFF TONE CHAMMEL DELAY TIMES MEAE OUT OF TOLES/FICE. THIS IRREGULARITY MAY CAUSED BY A FAILTY MODILATION CHERATOR PANEL IN THE AGE.	TOMATIC FUEL CUTOFF	TONE CHANNE IN THE AGE	it DELAY	TINES NEAE OUT	b
SYSTEM EFFECT-OPERATION	TOD LONG.					
JENICLE EFFETT-COMPOSITE	RE-SCHEDULED. POST-COMPOSITE TESTING REGUIRED.	NG REQUIRED.				
CORRECTIVE ACTION-REPLACE	ED AGE MODULATION GENERATOR PAREL.					
RANCE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECEIVEN	SP-A9-10- 978-F Receiver	r'AR	630615 F	FACTORY	YES AVCO NO ADS1960DHK1	25962
FAILUTE MODE-ELECTRICAL C 49 TO 69 PERCENT OF THE TO LEADS IN THE SANCHASS FILL APPLIED.	CPEN. THE RECEIVER FAILED WEN TELEVETRY DAYA SHOWED THE AUTOMATIC GAIN CONTROL TO BE FROM INFORMATION BANDMIDTH. THE FAILURE IS ATTRIBUTE! TO BROWEN SOLDER JOINTS ON THREE CAPACITOR TEA. CHE JOINT HAD BEEN BARRLY TOUCHED WITH SOLDER, MD NOME OF THE JOINTS HAD ENDUMN HEAT	ETRY DAYA SHOLED Y S. ATTRICUTED YO. BRO HED WITH SOLDER, MI	HE AUTOMATIC REN SOLDER DI NOME OF TI	CAIN C	ONTROL TO BE FF N THREE CAMCIT S HAD ENOUGH HI	885
CORFECTIVE ACTION-THIS PECETIVE EFFECTIVE	FCEINGS WAS MANUFACTURED IN 1890. THE MENDORS SYLDERING TECHNIQUES AND INSPECTION ARE NOW	NE VENDORA SALDEREN	6 TECHNIQUE:	1 AM 1H	SPECTION ARE HE	d 2
TANGE SAFETY COMMAND-AZB ANTENNA, COUPLES, PECE I VER	KP-AB-18-079-7 Coax	FJX 55-4631 0-62 1	630419 F.	PACTORY	HO 60C	*******
FAILURE MODE-OUT OF TOLES NER 1415 FROM AA TO 69 PERC THEN THAN THE COANTAL CABL	FAILURE MODE-OUT OF TOLERANTE. THE COARTAL CABLE REPORTEDLY FAILES UNEN THE AUTOMATIC GAIN CONTROL OF THE ROC RECEI WER HAS STOM AA TO 60 PERCENT OF VME INFORMATION BANDMIDTH. THE REPORTED FAILURE WAS IBOLATED TO THE ROC RECEIVER RA THEN THAN THE COARTAL CABLE. DEE FAR 8F-AD-10-070-F.	FATUS WENTED FATUR	C WA LOCA	CONTRO	L OF THE ROCK RE	ij a
COMECTING ACTION-SINCE T	THE REPORTED FAILURE WAS NOT CONFIRMED. THERE WAS NO CONNECTIVE ACTION.	AGO, THERE WAY NO CO	CHRECTLYE A	118.		
					PASE BEAT	3
						1

CONTRACTORNACES

13 3M 1990

DIFFICE. HEVIEW-RANCE BAFETY COMMAND BYSTEM-AIRBORNE

	Manual Ma	DIP DATA BOUNCE	Mare	HIG		
STATEM SUE-SYSTEM		PART MUMBER		TINE DIF	OTH WENDOR PART NO	<u>.</u> ٦
RANGE SAFETY COMMAND-A-B ANTENNA CONCLER NECEL MED	ARS3-0003-1860/fc-CO-01-0508-005 SECELVER FO 1 FILTER	COMPOSE TE-FACTORY	1260		£ 5	
FAILURE MODE-ELECTRICAL O NACHONGLIS, ALSO, THE PIC CAUSED BY BROKEN SOLDER J TEST.	FAILURE MODE-ELECTRICAL OPEN, RSC RECEINEY NO. 1 ASC MUNITORED BY YELEWETRY MEASUREMENT DTV INDICATED AN IMPUT OF S M.CHONGLIS. ALSO, THE PICK-JP TIMES FOR AFTO, WEED AND THE FIRST DESTRUCT NENE OUT OF TOLEMANCE. THIS CONDITION WAS CAUSED BY BROKEN SOLDER JOINTS IN THE RECEIMER BLID PARS FILIER. THIS WAS FORND SUBSEQUENT TO THE RECOMD COMPOSITE. EST.	JAED BY VELEVETRY ME FIRST DESTRICT NEDE ILTER. THIS WAS FOSM	ASURCIENT OUT OF TK D SUBSEGUE	DTV 1101C LERANCE. JUT TO THE	THIS CONTION OF SECOND CONTOOLTS	
SYSTEM EFFECT-IMPROPER DE	DISCRETE SIGNALS. ALSO INTROPER AMALOG BIGHAL.	106 ST 634L.				
MEMICLE EFFECT-CUMPOSTE	E AC-SOIGDIALD. SYSTEMS LEWEL AND POST-COMPOSITE TESTING REGUINED.	DAT-CONTOBINE IEBIBA	E REBUIRE	á		
CORRECTIVE ACTION-REPLACED RISC RECEINER NO.	CED RSC RECEIVER NO. 1.					-1
RAINGE SAFETY COMMIND-A/B ANTE-MA, COUPLER, RECEI VER	38-50-18-063-F PECEI WER	E V.	22 5055	~	YES AVCO NO ADSISSOCIALE	3
FAILURE PODE-FAIL DURING NOT CONFINCTO.	IS OPERATION. THE RECEIVER FAILED WIEN OWMEL 5 NOAD NOT DROP OUT. THE REPORTED FAILURE WAS	EN OKMEL S NOAD !	EDT DROP O	V7. THE RI	EPORTED FAILURE W	<u> </u>
CORRECTIVE ACTION-SINCE	THE REPORTED FAILURE WAS NOT CONFIDED. NO CORRECTIVE ACTION CAN BE TAKEN.	INED. NO CORRECTIVE	ACTION CA	N BE TAKE	4	
RANCE SAFETY COPPAND-A/B ANTEMA, COUPLER, KECE! MER	64-4CO-05-130 RECEIVER	COMPOSITE-J FACT E7-38014-3	1300 630501	2	4ES 60/C	3,75
FAILURE MODE-FAIL DURING ER NO. 1. A SIMILAR OCCUR	FAILURE MODE-FAIL DURING OPERATION, RECEIVER NO. 2 INDICATED DESTRUCT SIGNAL RECEIVED IT MILLISECONDS SCROKE RECEIV ER NO. 1. A SIMILAR OCCUMENCE UNA OBSERVED ON TEST P2-4CO-04-130 (ND MILLISECOND DELAT).	TED DESTRUCT SIGNAL -OA-130 (SO MILLISEC	RECEIVED TOND DELAT	7 MILLINE	COIDS PEPONE MEE	2
SYSTEM EFFECT-NONE.						· ··
VEHICLE EFFECT-NONE.						
CORRECTIVE ACTION-LARNOLM.	į					-1
ANGE SAFETY COMAK -A/B ANTEMA, COUFLER, RECELVER	AX45-0005-1970/FC-CC-03-00E1-001	COMPOST TE-PACTORY	1875 630417	•	22	
FA:LUME MODE-FAIL TO OPT THE TELEMETRY RECORDINGS	FAILUME MOCFFAIL TO OPTRATE AT PRESCRIBED TIME. THE AUTOMATIC FUEL CUTOPP COMMIND AT 7 BECOMDS WAS NOT EVIDENT ON HE TELEMETAT RECOMBINGS BECAUSE OF AN EMITMETTENT TONE CHANNEL NO. 9 OBCILLATOR IN THE ARE NODULATION BENERATOR	MITC FUEL CUTOFF CE MINEL NO. 9 OPCILLA	HEMAND AT I	PECONDS :	CUTOFF COHMIND AT 7 BECONDS WAS NOT EVIDENT OF GOOTLANDS IN THE ASE HODICATION SCHEMATOR	<u> </u>
BYBYEM EFFECT-IMPROPER BIBCREYE SIGNALD.	DISCRETE SIGNALS.					
MENICLE CPPECT-COMPOSITE	IS RE-OCHEMIED. POST-CONFOSTE TESTING REQUIRED.	Time Proutato.				

GENERAL DYNAHICS CONVAIR BIVIPION

原は世界におります。

15 JUN 1986

	DIFFICULTIES REVIEW-RANGE BAFETY COMMAND SYSTEM-AIRBORNE	TETY CCHEAND BYDTEN-	A IRBORNE			(
SYSTEM 9-16-SYSTEM	TEST/REPORT MUMBER FAILED COMPONENT NAME	DIF DATA GOUNCE PART NUMBER	VEHICLE DATE DIF	817E TIME DIF	PRI VENDOR MANE OTH VENDOR PART NO	
CORRECTIVE ACTION-THE OSCILLATOR	ILLATOR WAS REPLACED.					. 20113
RAMCE SAFETY COMMIND-A/B ANTENNA,COUPLER,RECETVER	HG-99-10-D65F Receiver, Amplipier, Tube	FAR 27-34013-1	630416	FACTORY	YE8 NO	*****
FAILURE MODE-OUT OF TOLEN. ENTED TO THE GLASS.	ERANCE. NO GUTPUT FROM AUDIOANMLIFIEE. CAUBED BY BROKEN TUBE VI DECAUSE CAPACITOR CS VAS CEN	IA. CAUSED BY BROKEN	TUBE VI .	ECAUSE CA	AC1108 CS MAS CEO	
CORRECTIVE ACTION-PRECAUT	UTIONARY NOTE ADDED TO VICUAL AID 27-36015-3.	7-36015-3.				
RANGE SAFETY COMUND-A/B ANTENNA, COUPLER, RECEI YER	MC-99-16-074-F APCLFIER-TUBE, ELECTRONIC	FAR 27-36015-5	630412	FACTORY	YES 60C NO	•••
FAILURE MODE-OUT OF SPEC. OLTS AC. THE FAILURE IS AT L METHODS, IT PROBABLY POSI	FAILURE MODE-OUT OF SPEC. THE AUDIO AMPLIFIED FAILED WHEN THE OUTPUT WAS IE VOLTS AC. THE MINIMUM ALLOMBLE IS 15 V OLTS AC. THE FAILURE IS ATTRIBUTED TO SQUELCH TIBE V-4. ALTHOUGH TUBE V-4 MAS WITHIN SPEC WHEN TESTED BY CONMENTIONA L METHODS, IT PROBABLY POSSESSED SOME CHARACTERISTIC THAT MADE IT INCOMPATIBLE WITH THE REMAINDER OF THE CIRCUITRY.	DE OUTPUT MAS 12 VO OUKH TUBE V-4 MAS V NE IT INCOMPATIBLE	LTS AC. TH ITHIN SPEC MITH THE R	E MINIMUN WYEN TES EMINDER	ALLOMBLE 18 15 1 IED BY CONVENTION OF THE CIRCUITRY.	
CORPECTIVE ACTION-SINCE TI	THE EXACT CAUSE OF FAILURE WAS NOT FOUND, NO CORRECTIVE ACTION WAS TAKEN.	POUND, ND CORRECTIV	E ACTION W	AB TAKEN.		
RANGE SAFETY COMAND-A/B ANTEMM COUPLER, RECES VER	AX83-0003-1970/FC-00-02-0021-001 PECEIVER	COMPOSE TE-FACTORY	1970 630A12		22	311000
FAILURE MODE-OUT OF TOLER	FAILURE MODE-OUT OF TOLERANCE. RELAY PICKUP TIMES NERE LONGER THAN MORNAL FOR AFCO AND MFCO FUNCTIONS.	EEP THUN NORMAL FOR	AFCO AND M	FCO FUNCT		
	100 LOM6.					
CORRECTIVE ACTION-THE TOR	IE RE-SCHEDULED, FOST-COPPOSITE LESTING REGULIED. ONE CHANNEL GENERATOR (AGE) AND THE SIGNAL GENERA	INV. RESULTED. SIGNAL GENERATOR IN THE AGE WENE REPLACED.	THE AGE W	ERE REPLA	8	
RANGE SAFETY COMMIND-A/B ANTENNA, COUPLER, RECEIVER	59-80-18-088-F COAX	FAR 27-61 064-621	1390	Ę	7E8 40C NO	****
PAILURE MODE-OPEN ULLECTR	TRICAL). COMECTOR PELL OFF COMIAL CABLE. POSSIBLY CAUMED BY MISHANDLIMA	CABLE. POSSIBLY CAU	91W AG 65W	1410L I 116.		
CORRECTIVE ACTION-BITE PE	PERSONNEL MERE MADE AMARE OF THE CAUSE OF PAILURE.	ME OF PAILURE.				·
						_

GENERAL DYNAMICS CONVAIR DIVIBION

13 JW 1966

DIFFICULTIES REVIEW-RAMS SAPETY COMMAND SYSTEM-AIRBORNS

		CITY OF THE TRUE BUILDS OF THE STATE OF THE	The commendation of the co				
~	8787EH 808-878TEH	TEST/REPORT WUNDER FAILED CONFONENT NAME	DIF DATA BOUNCE PART HUMBER	VEHICLE DATE DIF	817E TIME 01F	PRI VENDOR MAIC PTH VENDOR PART NO	
	RANCE SAFETY COMMAND-A/B ANTENNA,COUPLER,RECETYER	H6-89-18-084-F Receiver	FAR R7-30014-3	030310	FACTORY	7E6 AWO NO	•
	FAILURE MODE-ERRATIC OPE INC OF PIN B IN THE BROAD	FAILURE MODE-ERRATIC CPERATICM, ANINTERNITTENT AUTOMATIC BAIN CONTROL WAS APPARENT ING OF PIN B IN THE BROADBAND CONVERTER DURING VIBRATION, PROBABLY DUE TO BENT PIN,	SAIN CONTROL WAS APPARENTLY CAUSED BY THE MAKING AND BREAK PRODABLY DUE TO BENT PIN,	TENTLY CAUS	¥ &	E MAIN AND BREAK	
	CORRECTIVE ACTION-VENDOR	HOW USES PIN STRAIGHTENER.					
	RANGE SAFETY COMMIND-A/B ANTENMA, COUPLER, RECEI VER	MG-99-18-060-F CAPACI TOR	FAR 87-30014-3	1300	PACTORY	YES AVCO	630.733
	FAILURE MODE-OUT OF SPEC E FATH FROM AUGIO AMPLIFE	FAILURE MODE-OUT OF SPEC. OR TOLERANCE-AUTOMATIC AND MANNAL PUEL CUTOFF TIMES TOO LONG. CAUSED BY ABOUT 100K LEAKAG E FATH FROM AUCIO AMPLIFIES CAPACITOR OE TO GROUND.	PUEL CUTOFF TINES	100 LOME. 0	CAUBED BY	ABOUT SOOK LEAKAG	
	CORRECTIVE ACTION-CIC260 REMORKED, FIELD UNITS NER	CORRECTIVE ACTION-CIC28077 DATED APRIL 1, 1963 AUTHORIZED CHANGE TO INSTALL BLEEVING ON THE CAPACITOR. MENORACED, FIELD UNITS NERE RECYCLED FOR MODIFICATION.	MANGE TO INSTALL BL	EVING ON 1	INE CAPAC	ITOR. BPARES MENE	
	RANGE SAFETY COMUND-A/B ANTENNA,COUPLER,RECETVER	AX63-0003-1300/FC-00-03-0004-022 RECEIVER NO. 1	COMPOST TE-FACTORY	1300 03030£		7E 8	199460
	FAILURE MODE-OUT OF SPEC	ECIFICATION OR TOLERANCE. RECEIVER NO. 1 AFCO AND MFCO ACTIVATION DELAY TIMES VENE OUT OF TOL	. 1 APCO AND MPCO A	ETI VATION	ELAY YB	ES NEME OUT OF TOL	
	SYSTEM EFFECT-INTROPER D	DISCRETE SIGNES.					
	WENICLE EFFECT-COMPOSITE	TE RE-SCHEDULED. SYSTEMS LEVEL AND COMPOSITE METESTIMS RESUIRED.	HPOSITE RETESTING R	ENURED.			
	CORRECTIVE ACTION-RETEST	STIMS FAILED TO DUPLICATE THE DISCREPANCIES- MOMENEY, THE RECEIVER WAS REPLACED.	ANCIEB- HOLEVER, TH	E RECEIVER	INS REP.	ACED.	
	RANGE SAFETT COMMAND-A/B ANTENNA, COUPLER, RECET VER	P1-4CO-02-134 RECEIVER-KANGE BAFETY COMMIND NO.1	COSTOB 17E-J FACT 27-36013-1	134F 1	11	YES ANDO	
	PAILURE MODE-ERRATIC OPE DTV. MEASUREMENT VARIED ERAL DROPS TO 19 PERCENT	PAILUNE MODE-ERRATIC OPERATION. MO.1 RBC RF IMPUT ASC MAB VARYING ERRATICALLY AS INDICATED BY TELEMETRY MEASUMENTING DYV. MEASUMEMENT VARIED PLUS AND MINUS B PERCENT INTERMITTENTLY. ALSO, BEY AAL DROP'S TO 19 PERCENT INTERMITTENTLY. ALSO, BEY AAL DROP'S TO 19 PERCENT IBM (I MICROVOLT) MEME BEEN.	ARYING EMBATICALLY THE NORMAL LEYEL OF	14 INDICATE	D BY TEA	EMETRY HEABUREHENT TTENTLY. ALBO, BEV	
	SYSTEM EFFECT-OPERATION 100 SURE PROFITS SYSTEM OPERATION.	SYSTEM EFFECT-OPERATION TOO LOW. DECREASES IN ASC SIGNAL STRENSTM TO APPROXIMATELY ONE MICROMOLT WERE TOO LOW TO IN URE PROPER SYSTEM OPERATION.	MENSTH TO APPROXIMA	TLY OR NI	CROWOL 7	MERE TOO LOW TO IN	
-	VEHICLE EFFECT-HONE.						
	CORNECTIVE ACTION-PORT C	CONFOSTIE TESTING REPLECTES THE SAME GENERAL CHARACTERISTICS AND RECEIVER NO.1 5/N AFS1-108	GENERAL CHARACTERS	11C6 AND 6	ECE I VER	NO.1 1/N AF61-102	
-							

高級的 製造 人口が表現に対抗性的により出版に対しませた。 Printer Brance - Printer Brance - Printer Pri

CONVAIR DIVISION

13 JUN 1966

TOUR THES BEVIEW-BANKS BAFFLY COMMAND SYSTEM-ASSESSED

	DITTICULIES MATERIANE BATET COMMAND STRENGARD	ETT COMMAND BYBIEN-	AIRBORNE			
8781EM 848-8781EM	TESTPEEPORT MABER FAILED CONFORENT MANE	DIF DATA SOURCE PART NUMBER	WENICLE DATE DIF	811E 1	PRI VENDOR NAME OTH VENDOR PART NO	
MAS REPLACED. (PAR 98-18-081)	(100					88.73
RANGE SAFETY CONSAND-A/B ANTENNA,COUPLER,RECELVER	A-86-18-081-F Receiven	72	1347	ETR-CX11 YES AVCO	YES AVCO HO AD-3186DOFFE	•
FAILURE MODE-OUT OF SPEC. TELEMETRY MEASUREMENT PLU S. SUPPLYING PLUS ES-WOLT	FAILUME MODE-OUT OF SPEC. RECEIVER I FAILED DURING THE FLICHT ACCEPTANCE COMPOSITE TEST. THE AUTOMATIC GAIM CONTROL TELENCIRY MEASUREMENT FLUCTUATED. FAILUME WAS NOT COMFIRMED. MOMEVER, A BENT PIN, ON THE IMPUT CHASIS COMMECTOR, 1- , SUMPLYING PLUS ES-VOLT D.C. TO THE RECEIVER NOULD NOT PROPERLY MATE.	HT ACCEPTANCE COMPC. HONEVER, A BENT PERLY MATE.	MITE TEST.	THE AUTO	MTIC GAIN CONTROL	· · · · · · · · · · · · · · · · · · ·
CORRECTIVE ACTION-SINCE	PAILURE WAS UNCOMPINED THENE WAS NO CORRECTIVE ACTION.	O CORRECTIVE ACTION	<u>.</u>			
RANGE SAFETY CORNAND-A/B ANTENNA, COUPLER, RECEIVER	MC-99-10-050-F AMPLIFIER, RECEIVER	FAR 27-36014-3	630215	FACTORY	YES AWO	•
FAILURE MODE-OUT OF TOLEN	FAILURE MODE-OUT OF TOLERANCE. WIDE BAND- WIDTH CAUDED BY I.F. AMPLIFIER DETUNING UNDER VIDNATION. RETAINING DYRING ON PADDER CAPACITOR ADJUSTING SCREW TOO WEAR.	.f. A d Lifier detu	ine upon	VIBRATION.	. RETAINING SPRIM	
CURRECTIVE ACTION-VENDOR	CHANGED TO USE OF	A TORGLE SCREW DRIVER FOR DETECTING NEAR SPRINGS.	VEAR SPRI	•		
RANGE SAFETI COMMIND-A/B ANTENNA,COUPLER,RECETVER	MC-99-14-168-F DESTRUCT MARKESS-COAKIAL	FAR 27-61863-5	130-D 630£14	PACTORY	7E8 50/C NO	9
FAILURE MODE-STRUCTURAL-C	-COAXIAL COMECTOR LOOSE ON COAXIAL CABLE BETMEEM THE RING COUPLER AND A RECEIVER.	CABLE BETNEEN THE A	IING COUPLE	A AND A RE	CEI VER.	
CORRECTIVE ACTION-M.P.S. FORTY PLUS FIVE MIMUS ZERO	. 25.18.48 ANCHDED TO REDUCE CONNECTOR NUT TORBUE VALUE FROM SEVENTY PLUS TEM MINUS ZENO TO NO INCH POURDS.	OR NUT TORBUE VALUE	: FROM SEVE	NTY PLUB	EN MINUS ZENO TO	
RANGE BAFETY CONTAND-A/B ANTENNA,COUPLER,RECEIVER	MC-89-18-099-F AMPLIFIEN (MECELVER)	FAR E7-36014-3	430207	FACTORY	TES AVCO HO	**
FAILURE MODE-OUT OF BPEC.	C. OR TOLFRANCE. RECEIVER BAND MIDTH MAS TOO HIDE AND WAS CAUDED BY 1.P. AMPLIFICE DETUNING WE SPRING ON PADDER CAPACITOR ADJUSTING BEREN TOO NEAK.	MA TOO HIDE AND VINE BEEN TOO MEAN.	AS CAUSED	37 3.P. As	PLIPIER OCTUNING	
CORRECTIVE ACTION- WINDOR	R CHANGED TO USE OF A TORBUE BERENDRIVER FOR DETECTING MEAR BPRINGS.	INCA FOR DETECTING	MEAR SPRIN	ż		1
						
					PA6C 0048	□

CONVAIR DIVISION

- And Andread Andrea

15 JUN 1866

	DIFFICULTIES REVIEW-RANGE BAFETY COMMAND STATEM-ATROCHME	ETY COMMAND BYSTEM	AIRBORNE				
1757EM 348-3737EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE. PART NUMBER	VENICLE DATE DIF	WENICLE BITE PRI	PRI VE	VENDOR BANK	
BANCE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECEIVER	MG-8C-10-033-F AMPLIFIER	FAR E7-86014-3	63 10 16 3	PACTORY	7ES AVCO	8	477
FAILURE MODE-OUT OF TOLERANCE. MIDE BANDMID M PADDER CAPACITOR ADJUSTING SCREW TOO MEAR.	FAILURE MODE-OUT OF TOLERANCE. WIDE BANDWIDTH CAUSED BY 1.P. ANFLIFIER DETUNING UNDER VIBRATION. RETAINING SPRING O I Padder Capacitor adjustims screw too mear.	. AMLIFIER DETUNIN	te under vi	BRA 11 CM.	RE 14 1 N	o mine on	
CORRECTIVE ACTION- VENDOR	CHANGED TO USE OF	A TORNUE SCRENDALVER FOR DETECTING NEAR SPRINGS.	NEAR BARIN	68.			
RANCE SAFETT COMMAND-A/B ANTENNA, COUPLER, RECEIVER	M6-39-18-061-F AMPLIFIER	FAR E7-36019-3	630119	FACTORY	YES 600		27.000
FAILURE MODE-ERRATIC OF	FAILURE MODE-ERRATIC OPERATION-CUTPUT VARIED FROM 2.88 TO 15,86 WRMS. CAUSE WAS A COLD SOLDER CONNECTION IN THE AMP IFIER.	9.56 YRMS. CAUSE W	• A COLD 1	OLDER CON	DECT10	N EN THE AND	
CORRECTIVE ACTION-INSPEC	CORRECTIVE ACTION-INDRECTION PERSONNEL MENE INFORMED OF THE CAUDE OF FAILURE, BOLDER CONNECTION INDRECTION PROCEDUR 5 MENE IMPROYED.	CAUSE OF PAILURE.	SOLDER CON	MECTION 1	HSPECT	ION PROCEDUR	
RANCE SAFETY CONUND-A/B ANTENNA, COUFLER, RECET VER	HG-99-18-036-F AMLIFIER-RECELVER	FAN E7-36014-3	630110	FACTORY	VES AVCO	8	898746
FAILURE MODE-OUT TOLEHANCE. MARRON BAND WID IN PADDER CAPACITOR ADJUSTING SCREW TOO MEAN.	FAILURE MOCE-OUT TOLEMANCE. MARROM BAND WIDTM CAUSED BY 1.F. AMPLIFIER DETUNING UNDER VIBRATION. RETAINING SPRING O PADOER CAPACITOR ADJUSTING SCREW TOO MEAK.	. AMPLIFIER DETUKIN	e uoca vi	BRATION.	RETAIN	1 SP	
CORRECTIVE ACTION- VENDOR	CHANGED TO USE OF A TORBUE SCREWDRIVER FOR DETECTING MEAN SPRINGS.	IVER FOR DETECTING	NEAR SPRIN	63.			
RANCE SAFETT COPUND-A/B	MC-A9-18-048F RECZIVEN	F1R E7-34014-3	1300	FACTORY	YES AYCO	A VCO ADS I DECOURT I	85768
FAILURE MODE-OUT OF TOLE OPERATION MAS MORNAL.	FAILURE HODE-OUT OF TOLERANCE. DESTRUCT COMMIND BURST LASTED FOR PERATION MAS HORMAL.	D POR .260 DEC. INSTEAD OF	TEAD OF .1	90 SEC. A	ור סא	-250 SEC. ALL OTHER RECEIVER	
CORRECTIVE ACTION-NAME R.	IEBUINED. AIR PONCE CHANGED SPECIFICATION LIMITS TO RANGE FROM 310 HILLINEC. TO 350 MILLINEC	ATION LINITS TO RAN	KE 780H 11	O MILLISE	5	380 MELL 34C	
						PACE DOAS	,

SENERAL DYNAMICS CONVAIR DIVISION

13 JUN 1966

DIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRBORNE

3737EB 8/8-8757EM	TEST/REPORT WUBER FAILED CONFORMT NAME	DIF DATA SOURCE PART MUNGER	VENICLE DATE DIF	SITE PRI TIME DIF OTH		VENDOR MANE VENDOR PART NO	
RANCE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECEIVER	MC-A9-18-048-F RECEI VER	FAR 27-36014-3	1300	FACTORY	ž g	AWO ADS19600MK1	
FAILURE MODE-OUT OF TOLER. ROPER COMMANDS MAVE BEEN R	FAILURE MODE-OUT OF TOLERANCE. DROP IN INDICATED BANDWIDTH CAEATER THAN EXPECTED. THIS DROP IS AN INDICATION THAT P Noper commands many been received. No limit is descipted, receiver operated satisfactorily.	I GAEATEN THAN EXPECT ECEIVER OPERATED BAT	ED. THIS O	7.	ã	ICATION THAT P	
CORRECTIVE ACTION-NOME REQUIRED.	REBUTRED.						
RANGE SAFETY COMMAND-A/B ANTENMA, COUPLER, RECET VER	3P-A9-18-054-F RECEIVER	FAR	42 1305	FACTORY	5 B	AVCO ADS1 BEDDINK I	•
FAILURE MODE-OUT OF TOLERANCE. WHICH OPERATION WAS MORNAL. CAUS	FAILURE MODE-OUT OF TOLERANCE. AUTOMATIC AND MANUAL FUEL CUTOFF TINES WERE TOO LONG. FAILURE CONFIRMED TWICE AFTER WHICH OPERATION WAS NORMAL. CAUSE OF MALFUNCTION NOT RETERMINED.	UTOFF TIMES WERE TOO IINED.	LOM6. FAI	LURE CON	F1860	D TMCE AFTER	
CORRECTIVE ACTION-NOME							
RANGE SAFETY COMMIND-A/B ANTENNA,COUPLER,RECEIVER	AX63-0003-1300/FC-CO-01-0004-022 RECEI VER	COMPOS I TE-FACTORY	1300		88		*110
FAILURE MODE-OUT OF TOLI	FAILURE MODE-OUT OF TOLERANCE. TELEMETRY MEASURDENT DYN IAGC INPUT TO NO. I RECEIVER) INDICATED DECREASES OF RCENT IBM MED! 15 PERCENT WAS EXPECTED DURING TOME CHANCEL ACTIVATION. THIS WAS CAUSED BY AN AGE MALFUNCTION.	AGC INPUT TO NO. 1 R ACTIVATION. THIS WAR	ECELVER) 1 CAUSED BY	MOTCATED AN AGE	25	EASES OF 35 PE NCTION.	
SYSTEM EFFECT-OPERATION TOO LOM. ACC INPUT WAS EXPECTED DURING TOME CHANNEL ACTIVATION.	SYSTEM EFFECT-OPERATION TOO LOW. AGG INPUT TO NO. I MECETVER INDICATED DECREASES OF SS PERCONT 18N WEN 19 PERCONT AS EXPECTED DURING TONE CHAINEL ACTIVATION.	ER INDICATED DECREAS	C C 33 C	EACEDIT 1	3	EN 19 PEACEOF	
VEHICLE EFFECT-COMPOSITE	E RE-S.JEDULED. POST-COMPOSITE TESTING REGUIRED.	ING REQUIRED.					
CORRECTIVE ACTION-NONE. UNKNOWN.	URKNOLEN.						
RANGE SAFETY CONNAND-A/B	A-96-14-187-F DESTRUCT HARNESS-CONXIAL	FAR 27-61856-801	1356	FACTORY	5 5	- 3/ 9	=
FAILURE HODE-STRUCTURAL	FAILURE HODE-ATRUCTURAL-COAKIAL COMECTON PANTED PROM COAKIAL CABLE.	IAL CABLE.					
CORPECTIVE ACTION-BUALITY UB TEN HINUS ZERO INCH POUR	TY CONTROL CORRECTIVE ACTION INITIALED TO TORGUE USSSO A/U CONNECTOR MUTS TO SEVENTY FIVE OUNDS IN CONFLIANCE MITH M.P.S. 28.18.68.	NED TO TORGUE USSS.	1/n connec	TOR NUTS	6	EWENTY FIVE PL	
							4 ~~~~~
						PAGE DO47	- 1 - 1

GENERAL DYNAHICS CONVAIN BIYISION

TO THE RESIDENCE OF THE

19 104 1966

DIFFICULTIES REVIEW-RANGE SAFETY COMMAND BYSTEM-ALFBORNE

37.91EH 848-57.91EH	TEST/REPORT MANGER FAILED CONFORENT NAME	DIF DATA BOURCE PART HUNGER	WEMICLE DATE DIF	817E 71ME DIF	£ 6	VENDOR MANE VENDOR PART NO	
RANCE SAFETY COMMIND-A/B	NZ-A8-16-053-F AMPLIFIER	FAR	1 1 1 1 1 1 1 1 1 1	FACTORY	55	A WCO AD319600HK 1	
FAILURE MODE-FAIL TO OPERATE FAILURE CAUSED BY SMORT CIRC!	ERATE AT PRESCRIBED TIME-1.F. AMPLIFIER FAILURE PREVENTED RECEIVER OPERATION. 1.F. AMPLIFIER	IFIER FAILURE PREVENT PART.	ED RECEIVE	R OPERATI	ġ	I.F. AMPLIFICA	
CORRECTIVE ACTION-VENDOR	R INSTITUTED VISUAL AIDS TO ASSUME PROPER ASSEMBLY.	PROPER ABSENBLY.					
RANCE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECEIVER	AKE-0070/FC-4CO-03-0502-008 RECEIVER RELAY	CONFOST TE-FACTORY	11 60 66 1 503		ž č		•
FAILURE MODE-FAILED TO C L CUTOFF FUNCTIONS NERE E	FAILURE MODE-FAILED TO CHERATE AT PRESCRIBED TIME. THE RELAY ACTIVATION DELAY TIME FOR THE AUTOMATIC AND MANAMA. L'EUTOFF FUNCTIONS MERE EXCESSIVE FOR RECEIVER NO.1 OUTPUTS.	LAV ACTIVATION DELAY	11 A 70 A	HE AUTON	1110	AND PRINTEL FUE	
SYSTEM EFFECT-OPERATION.	. THE RELAY ACTIVATION DELAY TIME WAS TOO LONG.	M8 700 LOM.					
VEHICLE EFFECT-COMPOSITE	E RESCHEDALED. COMPOSITE RE-AUM MEAVIRED.	WIRED.				 ·	
CORRECTIVE ACTION-RECEINER HO.1 MAS REPLACED.	VER HO.1 WAS REPLACED.						
RANGE SAFETT COMMAND-A/B ANTENNA, COUPLER, RECEIVER	AX62-0046/FC-4(0-02-157 RECEI VER	COMPOSITE-FACTORY	1970		9 9		1100
FAILURE MODE-OUT OF TOLERANCE. THM RECEIVER NO. OUPLING IN THE NSC CHECKOUT SET ATTENANTION DIAL	FAILURE MODE-OUT OF TOLENANCE. TLM RECEIVER NO. 1 RF IMPU UPLING IN THE RSC CHECKOUT SET ATTERNATION DIAL MAICH RES	I WE IMPUTANC LEVEL INCORRECT. THIS MRS CAUSED BY A BROKEN SMAFT C. WHICH RESULTED IN AN INCORRECT IMPUT LEVEL.	INCORRECT. THIS MRS CA INCORRECT IMPUT LEVEL.	CAUBED O	< <u>+</u>	BROKEN SHAFT C	
SYSTEM EFFECT-IMPROPER A GNAL.	SYSIEM EFFECT-IMPROPER AMALOG SIGNALD- ATTEMATION BET INCORRECTLY ON AGE RESULTED IN READOUT OF IMPROPER AMALOG SI Mal.	CORRECTLY ON AGE REDU	Z M. GT.	CABOUT OF	Ī	OPER ANALOS SI	
WENICLE EFFECT-COMPOSITE	E RESCHEDULED. RE-RUN OF COMPOSITE RESUIRED.	REPUIRED.					
CORRECTIVE ACTION-THE BA	CORRECTIVE ACTION-THE BHAFT COUPLING WAS REPLACED.						
RANCE SAFETY COMMAND-A/B	8F-86-18-841-F RECELVER	FAR E7-34013	62091B	*	5 B	YES AVCO	2000
FAILURE MODE-FAIL TO CPERATE AND BEND THE BUSTAINER ENGINE	FAILUME MODE-FAIL TO OPERATE AT PREBCRIBED TIME. THE RECEIVER WOULD NOT DECODE THE AUTOMATIC BUBTAINER CUTOFF TOME NO BEND THE BUBTAINER ENGINE CUTOFF BIBNAL. THE PAILUME MODE WAS NOT COMPIRMED.	IYER WOULD NOT DECODE DE MAS MOT CONTINED	THE AUTON	MTIC BUB	Z Z	A CUTOFF TOR	

CORRECTIVE ACTION-NO CORRECTIVE ACTION.

BENEBAL DYNAMICA CONVAIR DIVISION

13 JUN 1986

	DIFFICULTIES REVIEW-RANDE BAFETY COMMIND STRIEM-AIRBORNE	IFETY COMMAND SYSTEM	AIRBORNE				
\$73TEM \$46-\$73TEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE TINE DIF	O T T	PRI VENDOR MANE OTH VENDOR PART NO	
RANGE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECEI VER	A-90-18-045F BOX-JUNCTION	FAR 27-11789-9	63F 620911	ž,	76.8 60.	9	****
FAILURE MODE-OPEN (ELECT). THE EPOLY MAS BROKEN. THE JOINT MAS	FAILURE MODE-OPEN (ELECT). THE SOLDERED JOINT BETHEEN JACK EJE AND THE JUNCTION BHELL OF THE REFERENCE JUNCTION ABS YBLY MAS BROKEN. THE JOINT WAS SOLDERED POORLY.	E 1E AND THE JUNCTIC	N SMELL OF	THE REF	EREK	E JUNCTION ABS	
CORRECTIVE ACTION-60C TOOR NE NANUFACTURING TECHNIBUES	OOK BUNLITY CONTROL ACTION BY 1. ABYIBING THE PRODUCTION DEPT. OF UES IN THE SHOP.	VIBING THE PRODUCTION	n deft. Q	THE DIS	Car Car	THE DISCREPANCY.B. REVIEW	,
RANGE SAFETY CONTAND-A/B ANTENNA, COUPLER, RECEIVER	A-A9-18-042-F ANTERMA	FAR 87-18507-1	910039	FACTORY	58		***
FAILURE HODE-FAIL TO OPERA THE FAILURE HAS NOT CONFIRM EST COUPLER TO THE ANTERNA.	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TINE, THE ANTENNA FAILED TO PASS THE INSERTION LOSS TEST OF EOP 350.58. THE FAILURE MAS NOT CONFIRMED. THE MOST LIKELY CAUSE OF THE REPORTED FAILURE IS IMPROPER CONNECTION OF THE ANTENNA T EST COUPLER TO THE ANTENNA.	ON FAILED TO PASS TO E REPORTED FAILURE 14	E INSERTIC	N LOSS TI CONECTI	28	F EOF 330.34. THE ANTENNA T	
CORRECTIVE ACTION-EOP 59 USE OF SKEWS AND BOLTS	CORRECTIVE ACTION-EOP 95-330.36 MAS REVISED. THE NEW INSTRUCTIONS REQUIRE THE PROPER ALIGNMENT OF ALL HOLES AND THE USE OF SCREWS AND BOLTS TO PROVIDE A SECURE AND EVEN CONNECTION BETWEEN THE ANTENNA COUPLER AND THE ANTENNA.	IUCTIONS REQUIRE THE ECTION BETWEEN THE AN	PROPER ALI	EMENT O	14 14	HOLES AND THE	
RANGE SAFETY COMMIND-A/B ANTENNA, COUPLER, RECEIVER	A-A9-18-036F FORER SUPPLY-TRANSISTOR	FAR 27-50013	£150 \$£0730	FACTORY	55	YES AVCO NO ADSABBOOKS-1	9
FAILURE MODE-ELECTRICAL OPEN. EMASA GUTPUT TRANSISTOR IN THE	. OPEN. THE COMMAND RECEIVER FAILED TO GIVE THE PROPER OUTPUT DIGMALD DURING SYDTEM TEATD. A IN THE POKEN BUPPLY FAILED BY HAVING ITD ENITTER LEAD DURN OPEN.	TO GIVE THE PROPER OF 178 LEAD I	NIPUT BIEH URN OPEN.	ALS DURI	ā g	87D# TEATS. A	
CORRECTIVE ACTION-AWGO M	MAS INFORMED OF THE FAILURE AND THE FINDINGS OF THE PAILURE AMALYSIS.	E FINDINGS OF THE PAI	LURE AMALY	819.			
RANGE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECEIVER	AEG2-068E/01-501-00-67 Antera a installation fincers	P.I.CHT	07E 0£0713	116.8	şg		•
FAILURE MODE-SMORT (ELECT) ANSHITTING ANTERNA AND THE WEED INSTALLATION FINGERS.	FAILURE MODE-SMORT (ELECT). COROMA BREAKDOMM WAS EXPERIENCED BETNEEM THE INSTRUMENTATION AND RANGE SAFETY SYSTEM TR ANSMITTING ANTERNA AND THE ANTERMA INSTALLATION FINGERS, FROM 118-3 TO 128 SECONDS. COTOMA WAS DUE TO IMPROPERLY TRI MEED INSTALLATION FINGERS, AND OCCUMED WHILE PASSING THROUGH ION BELTS.	ED BETHEEN THE INNY TOM 116.5 TO 126 BECC JAH ION BELTS.	UMENTATION MOB. COTON	AMO RAN A MAS DU	2 D	PETY SYSTEM VR IMPROPERLY TRE	
STATEN EFFECT-NOWE. BING	CE NO DESTRUCT COMMINDS MERE GENERATED.	1789.					
WHICLE EFFECT-NONE.							
CORRECTIVE ACTION-ANTERNA	NA INSTALLATION PINGER TRIN ON SUBSESUENT PLISHTS INS SIVEN HORE CAREPUL ATTENTION.	MEDENT PLIENTS INS	1 YEN HORE	CAREPUL	8	110m.	
						9146 9048	
		The second secon	-				

- 一大大学の のないというないというないというないないないのであるというないのできます。

CONVAIR DIVISION

Anderson and Anderson State States and the States of the Anderson States and States and

1

110 101 1011

CLATTER SPUTEL BANKS BARRY COMMING SYSTEM, STREET

VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART MO 145D IE NO AVCO		
Q. 41		
		100
ERATION. OF INPUTAGE LEVEL WAS VARYING PROM 5 TO 20 PCT IBM. PROBLEM WAS TRACED TO GROUND C Uctuations.	o genoes	
		—-:
1130 NO 620627 NO		10000
D THE BATTCHING BEAUDICE	P. A.	
STARTS TO LATE - TONE CHAINEL NO.1 SENT LATE AND PROGRAMMING OUT OF SEQUENCE.	•	
E RE-DCHEDULED - RERUM OF COMPOSITE WAS REQUIRED AFTER REVALIDATION OF TEST EQUIPMENT	<u></u>	
ATLOR PROGRAMMER WAS REVALIDATED AND SUBSCHIENT TERTING INDICATED PROPER SEQUENCING.		
ON 613020		•010ee
FAILURE HODE-PPEMATURE OPERATION- AN EXTRANEOUS MANUAL PUEL CUTOFF SIGNAL OF APPROXIMATELY S MILLI- SECONDS ERYCO. THIS CONCITION WAS ATTRIBUTED TO A MONENTARY DROPOUT OF TONE CHANNEL 2, CAUSED DY A MANUETIC COUPLING THE SIGNAL GENERATOR WHEN THE TONE 9 OSCILLATOR RELAY WAS DEACTIVATED. THE PROBLEM IS SOLELY TEST ERUINMENT.	MA COS	
CAUSE EARLY SHUT DOM OF	Delica	
EBUIPMENT DESIGN SACUP IS INVESTIGATING A MEANS OF ACCTIFICATION.		
1905 PACTORY YES ANCO	DOMES 1	4
NONINGH IMPUT LEVEL. THE	ACPORTS.	
	THE BASTICHING BEQUENCE OUT OF BEQUENCE. ATION OF TEST EQUIPMEN ATELY B MILLI- BECOMDS BOLELY TEST EQUIPMENT. UNBE EARLY BRUT DOMN OF FACTORY YES ANCO NO ADSIDE	

The same

CONTAIN DIVISION

13 194 1966

DIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-ATROCHME

	87.576	PUBLICATION OF THE PARTY OF THE	DIF DATA SOURCE	MENICIE	1		VENDOR MANE	
	DUB-3731EM	FAILED COMPONENT NAME	PART NUMBER	DATE DIP TIME DIP OTH	11K DIF	OTM	VENDOR PART NO	
	ACTION-INE	CAUSE OF THE REPORTED PAILURE WAS AN ERROR IN THE ACCEPTANCE PROCEDURE, 27-53926-1, NOW CORRE	ENOR IN THE ACCEPT	INCE PROCE	JURE, 87-		1-1 NON CONNE	•••
	RANCE SAFETY COMMAND-A/B ANTENNA,COUPLER,RECELVER	A-80-18-033C COAR	FAR E7-61857-801	#000 Z		76. 600	20	3
	FAILURE MODE-FAIL TO OPE COAXIAL CABLE COMMECTS TO RE MO FAILURE ANALYBIS CO	PERATE AT PRESCRIBED TIME, NO ATTENUATION READING MAS RECEIVED FROM COMMAND DESTRUCT, YS. THE STREAM ON 8-1 PCC TO RECEIVER WARRER S. THE CABLE MAS DISMANTELED IN THE FIELD, THEREPO COALD BE PERFORMED.	TION READING WAS AEC LOBER 1. THE CABLE !	CIVED FROM	A COMMAND FELED IN	1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	TRUCT, VI. THE	
	CORRECTIVE ACTION-NO CONRECTIVE ACTION.	AECTIVE ACTION.						
	RANCE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECELVER	AR141-0-3-11/FC-0CO-04-011 RECEIVER	COMPOSI TE-FACTORY E7-1E-JY1-829	11F 61110e		ភូត		700
	FAILURE MODE-ERRATIC OFF	FAILURE MOSE-ERRATIC OPERATION-TH MEASUREMENT DTV, MONITORING RAMSE SAFETY COMMAND RECEIVER NO. 1 AGC, INDICATED V ARIATIONS DURING THE PERIOD WHEN THE RF GENERATOR WAS OFF. THE RECEIVER WAS FOUND TO BE FAULTY AND WAS REPLACED.	ING RANGE BAFETY CON	MAND RECEI	IVER NO.	3 3	I, INDICATED V	
	BYSTEM EFFECT-ERRATIC OF	OPERATION-RECEIVER GAIN CHANGED WITH NO INPUT CHANGE.	NO INPUT CHANGE.					
	WHICLE EFFECT-COMPOSITE	TE DELAYED. POST COMPOSITE SYSTEM TEST RESUIRED TO DEMONSTRATE SATISFACTORY SYSTEM OFERATION.	T REQUIRED TO DENOM	TRATE SAT	I SFACTOR!	1	IEN OPERATION.	
	CORRECTIVE ACTION-RECEIN	CORRECTIVE ACTION-RECEIVER NO. 1. S/N AF61-809 NAS REPLACED WITH S/N AF61-188.	WITH S/N AFE1-188.					
	RANGE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECET VER	AE61-0096/FC-4CO-01-109	COMPOSITE-PACTORY	1090		5 5	ADS19400HR1	;
	FAILURE MODE-FAIL TO OPER	PERATE AT PRESCRIBED TIME-NO INDICATION OF COMMIND CUTPUTA FROM RECEIVERS MERE OBMERYDD ON TL. SAFETT COMMIND SYSTEM.	ON OF COMMIND CUTPUT	TE TROM RE	CEL YERS 1	5	BBERYED ON TL	
	SYSTEM EFFECT-OPERATION EIVEND.	STRICH EFFECT-OPERATION DOES NOT START. THIS WAS CAUSED BY AN ERROR IN ADJUSTMENT OF	AN EARCR IN ADJUSTM	DAT OF THE	7F 3F	3 2	THE RF SHPUT SSENAL TO THE REC	
	VEHICLE EFFECT-COMPOSITE	WEMICLE EFFECT-COMPOSITE RESCHEDULED-COMPOSITE TEST NAD TO BE RERUM AFTER RF LEVELS WERE RESET.	DE RERUN AFTER NF LI	IVELS VERE	RESET.			
1	CORRECTIVE ACTION-REBET R.F. BIGNAL LEVELS.	A.F. BIGHAL LEVELB.						
	RANGE SAFETY COMMAND-A/B ANTENNA,COMPLER,RECEIVER	AE61-0217/FC-4CO-01-110	COMPOSITE-FACTORY	1100		2 8		
	PAILURC HODE-FAIL TO OPERATE AT PRESCRIBED D TO INDICATE AH OPEN, AND COMBAND DESTRUCT MAND RECEIVERS NEWE ERRONDOUGLY LEFT IN THE	FAILURC HODE-FAIL TO OPERATE AT PRESCRIBED TIME. THE DESTRUCT SUBSTITUTION UNIT AND NOME CONE SIMULATOR FUSES FAILE D TO INDICATE AN OPEN, AND CONSAND DESTRUCT MON 1+E BID NOT ACTUATE DURING TEST. INVESTIGATION MEMBLED THAT THE CON MAND RECEIVERS WENT ERRONGOUSLY LEFT IN THE EXTERNAL POSITION,	CT 818 2717 UTION UNI ACTUATE DURING TESTI N.	7 AND NOSE INVESTIGA	COME BIS	RALE PALE	THAT THE CON	

GENERAL BYMANICS CONVAIR DIVISION

9961 Nn7 54

DIFFICULTIES REVIEW-RANGE SAFETY COMAND SYSTEM-AIRBORNE

	STSTEM SUB-STSTEM	TEST/REPORT MUMBER FAILED COMPORENT MANG	DIF DATA BOURCE PART MUMBER	VEHICLE SITE DATE DATE DATE		PRI VENDOR MANE OTH VENDOR PART NO	/ - 1 -
28.56	SYSTEM EFFECT-OPERATION O	DOESNOT ETART. RECEEVERS NOT TURNED ON DURING COMPOSITE TEST.	ON DURING COMPOSITI	7601.			
ž V	WENICLE EFFECT-COMPOSITE	RESCHEDULED. POST COMPOSITE TESTING RESUIRED.	REGUIRED.				
8	COFFECTEVE ACTION-NOT KNOWN.	Die.			!		
RANCE	RANCE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECEIVER	AE61-0280/FC-9CO-002 RECEI VER	COMPOSI TE-FACTORY	£f £42 610913	2 VES		1
25	FAILURE MODE-FAIL DURING UNTIL THE END OF THE TERV	S OPERATION. RECEIVER NO. 1 STOPPED OPERATING AT T PLUS ESE SECONDS AND REMAINED INCPERATIVE.	PERATING AT T PLUS	242 SECONDS	AND REW!	NED INOPERATIVE	
915	STSTEN EFFECT-OPERATION	STOPPED PREDAITURELY.					
T.	WHICLE EFFECT-COMOBITE	DELATO.					
COEF ILE I	CORRECTIVE ACTION-NOME. B	EXTENSIVE TESTING IN COMPONENT AREA FAIDED TO FIND ANY TROUBLE. POST COMPOSITE TEST ON MISS.	FAIDED TO FIND ANY	TROUBLE. PO	67 COMPOSI	TE TEST ON H134	··· ····
RANGE	RANCE SAFETY COMMID-A/B ANTENNA, COUPLER, RECEIVER	AE81-0013/FC-4CO-00-U88 RECEIVENS	COMPOSI TE-FACTORY	660 6104£7	VES 100		
	LURE MODE-FAIL DURING 7 FOR WECO WERE 46 AM	FAILURE MODE-FAIL DURING CHERATION RESPONSE TIMES FOR RECEIVERS NO. 1 AND NO. 2 FOR AFCO NERE 85 AND 45 MILLISECOND 8 AND FOR MFCO MERE 46 AND 36 MILLISECONDS. A MAXIMUM OF 30 MILLISECONDS IS ALLONED.	PERS NO. 1 AND NO. 1	FOR APTO W	ERE 03 AND	45 MILLISECOND	
	BYBTEM EFFECT-OPERATION	TOO LONG.					
Ž.	WENICLE SFFECT-COMPOSITE	E RESCHEDULED. SYSTEMS LEVEL AND COMPOSITE PETESTS REQUIRED.	POBITE PETEBTS REGU	.			
800	CORRECTIVE ACTION-RECEIVER NO.	ER NO. 1 WAS REPLACED.					
PLANCE AMTERN	RANGE SAFETY COMMAND-A/B ANTENNA COUPLER RECEIVER	AE61-0 :3/FC-4C0-08-088 RECEIV (40.E, COMECTOR	COMPOSI TE-FACTORY	88D 610415	YES NO		•
ž.	FAILURE MODE-PAIL DURING	OPERATION. CHANNEL NO. 9 OF MIDNESTERN RECORDER NO. 1 INDICATED DRO' MIS OF DESTRUCT NO.	TERN RECORDER NO. 1	INDICATED D	AC' XUTB OF	DESTRUCT NO. E	
	IEN EFFECT-ENRATIC OM	STREET EFFECT-EMATIC OPERATION DUE TO NOTSTURE IN CONNECTOR PLUS.	. P.W.				
\$	ICLE EFFECT-COUNTDOM	WEMICLE EPPECT-COUNTDOMM OR COMPOSITE DELAYED OR RESCHEDALED. FOST-COMPOSITE TESTING MAS RESUIRED.		STIM MAS A	Coulato.		
8	HETTAL ACTION-DEFECTI	CORRECTIVE ACTION-DEFECTIVE ELECTRICAL PLUG REPAIRED AND MOISTURE REMOVED FROM DESTRUCT DELAY PLUGS.	ISTURE REMOVED FROM	DESTRUCT DE	LAY PLUBS.		
							
_							_

GENERAL BYNAMICS CONVAIR BIVIBION

and a production of the second

13 JUN 1966

	DIFFICULTIES REVIEW-RANGE BAFETY COMMAND SYSTEM-ALREGAME	ETT COMMAND SYSTEM-	A I REORNE				
8781EM 816-3781EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 11ME 01F	2 ž	PRI PENDOR MANE OTH VENDOR PART NO	
RANCE SAFETY COMAND-A/B ANTENNA, COUPLER, RECEIVER	AE61-0015/FC-4CO-06-060 RECEIVER NO. 1	COMPOSITE-PACTORY	400		ĕδ		20.04
FAILURE MODE-FAIL BURING ECOMOS LATE.	B OPERATION. THE RESPONSE TIME OF AFCO NO. 1 TO INDICATED TOME CHANGLE E SHO S WAS	CO NO. 1 TO INDICAT	TD 10E CH	# engaka	\$	estrice of the s	
STRIEM EFFECT-OPERATION	T00 L0M.						-
WENICLE EFFECT-COMPOSITE	E DELAYED. FOS COMPOSITE TEST MAS REQUIRED.	EQUIRED.					
CORRECTIVE ACTION-REPLAC	CED THE TONE CHANNELS & AND S	COCILLATOR TUBES AND RELAYS IN THE	YS IN THE	CHECKOUT SET.	3£T.		
RANCE SAFETY COMUND-A/B ANTENNA, COUPLER, RECEIVER	98-18-02? Power Supply, Receiver	FAR 27-36014-1	1000	£	YES AVCO	AWCO	9448
FAILURE MODE-FAIL DURING OME, POMER SUPPLY DANMEE DISTORTED AND CRACKED, 3	FAILURE HODE-FAIL DURING OPERATION. DURING BYSTEM CHECKOUT THE RECEIVER CANISTER OREW EXCESSIVE CURRENT THEN DREW N ME. POWER SUPPLY DAMAGE WAS. 1) POWER TRANSISTORS. 20458, OPEN INTERNAL EMITTER LEADS. 2) FOWER TRANSFORMER, POTTING DISTORTED AND CRACKED. 3) BIAS MESISTOR, CHARRED FIBERGLASE COVERING.	THE RECEIVER CANIST PEN INTERNAL EMITTE COVERING.	Canister Orch Excessive Emitter Leads. 2) Foler 1	CESSIVE	CURPE TRANSF	CURPENT THEN DREM IN TRANSFORMER, POTTING	
CORRECTIVE ACTION-SINCE	THE CAUSE OF FAILURE COULD NOT BE DETERMENTED.	ETERMINED, THERE NA	THERE WAS NO CORRECTIVE ACTION.	CTIVE AC	1193.		
RANGE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECEIVER	RECEIVER-COMECTOR, BLECT	FAR ET-34014-1	1000	£7.8	28	умсо	•
FAILURE MODE-SMORT-ELECTRICAL. DURING S AS THE EXTERNAL COMMECTOR WAS MOMED. THE OR OR CASLE PROBABLY CAUSED THE FAILURE.	NSTEN CHECKOUT THE FAILURE COULD NOT	AMTERNA INPUT JACK, JI, INTERMITTENTLY SMOSTED TO GROUND BE CONFIRMED BY AMALYBIB. A SMORT IN THE EXTERNAL CORNECT	JI, ENTERH TBIB. A BM	ORT IN 7	72 1 4.	TED TO GROUND TERNAL CONDECT	
COPRECTIVE ACTION-SINCE	THE CAUSE OF FAILURE WAS NOT DETERMINED. THERE WAS NO CORRECTIVE ACTION.	INED. THERE WAS NO	CORRECTIVE	ACTION.			
RANCE SAFETY CONHAND-A/B ANTENNA, COUPLEN, RECEIVER	AE61-0273/FC-9C0-01-025 OBCILLATOR	CONPOST TE-PACTORY	23C010	FACTORY	22		980339
FAILURE MODE-FAIL DURING	G OPERATION. TONE CHAMMEL & MALFUNCTIONED DURING THE COMMAND MEDURNCE ON ANTENDA NO.8.	LONED DURING THE CO	HAND SEEU	EHCE ON	ANTER	M HO.S.	
STRIEN EFFECT-IMPROPER D	DISCRETE SIGNALS.						
VENICLE EFFECT-COMPOSITE	I RE-SCHEDULED. POST-COMPOSITE TESTING REGUISED.	ME REGULFED.					
CORECTIVE ACTION-REPLAC	CORECTIVE ACTION-REPLACED TONE CHANNEL NO.2 OSCILLATOR IN THE	THE HODULATION DRANER OF THE AGE.	ER OF THE	A4E.			
	·						
						BALL GOLD	_

;*

GENERAL BYNAMICS CONVAIR BIVISION

15 1UN 1968

	DIFFICULTIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRBORNE	ETY COMMAND BYSTEM-	ATREORNE			
BYSTEN BUB-BYSTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SCURCE PART NUMBER	VEHICLE 81	117E PRI	VENDOR NAME VENDOR PART NO	
RANCE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECET VER	AE61-0013/FC-4CO-01-104	COMPOSE TE-FACTORY	9 0101 0	88		•010•
FAILURE MODE-FAILED TO CO	FAILURE MODE-FAILED TO CHERATE AT THE PROPER TIME- THE AUTOMATIC FUEL CUTGIF 6 EXCEEDED THE 20 MILLISECCHO LIMIT. DIFFICULTY TRACED TO CHECKOUT EQUIPMENT.	MATIC FUEL CUTOFF R RCROUT EQUIPMENT.	Esfonse Tine 1	o TOME C	CUTOFF RESPONSE TIME TO TOME CHAMMEL SMITCHEM	
STSTEM EFFECT-IMPROPER D	STSTEM EFFECT-IMPROPER DISCRETE SIGNAL-TIME DELAY OF SIGNAL	SIGNAL TOO LONG.				
WENICLE EFFEC"-COMPOSITE	E RESCHEDULED.					
CORRECTIVE ACTION-THE NO	CORRECTIVE ACTION-THE HODULATION DRANER OF THE CHECKOUT SET WAS REPLACED.	I WAS REPLACED.				
RANGE SAFETY COMMOND-A/B ANTENMA, COUPLER, RECEIVER	AE61-3015/FC-4CO-03-068 RECEIVER NO. 2	COMPOSI TE-PACTORY	122100	S A		***
FAILURE MODE-FAIL DURING	FAILURE HODE-FAIL DURING OPERATION RESPONSE TIME FOR MFCO WAS 79 MILLIDECONDS. A MAXIMUM OF 30 MILLIDECONDS 18 ALLO ED.	AS 75 HILLISECONDS.	A MAXIMAN OF	30 MILL!	SECONDS 18 ALLO	
SYSTEM EFFECT-OPERATION	100 1.0%.					
WENTCLE SPFECT-COMPOSITE	WENICLE SFFECT-COMPOSITE RESCHEDULED. SYSTEMS LEVEL AND COMPOSITE RETESTS REQUIRED.	MOSITE RETESTS REA	1960.			
CORRECTIVE ACTION-THE RECEIVER WAS REPLACED	ECEIVER UNS REPLACED.					
RANGE SAFETY COMMING-A/B ANTENNA, COUPLER, RECEIVER	AE61-0015/FC-4CO-03-040 RECEIVER NO. 1	CONFOST TE-FACTORY	\$6 045 045	₽₽		\$010
FAILURE MODE-FAIL DURING	FAILURE MODE-FAIL DURING CHERATICH. RECEIVER NO. 1 DROPPED OUT AT 36 BÉCOMDS.	Out AT SE SECONDS.				
STRTEM EFFECT-OPERATION	STOPS FREM TUPELY.					
WENTELE EFFE.T-COMPOSITE	WENICLE EFFE.:T-COMPOSITE DELAYED. POST-COMPOSITE TESTING MAS REGUTRED	AB REGUTRED.				
CORRECTIVE ACTION-TIGHTE	CORRECTIVE ACTION-TIGHTENED LOOSE UMBILICAL CABLES.					1
RANCE SAFETY COMMUND-A/B ANTENNA COUPLER RECEIVER	AE81-0015/FC-4CO-01-088 Receivendole, Wirting	COMPOSETE-FACTORY	560 148 401818	40		
FAILURE MODE-BMORT (ELECT) RÉCETYER NO. OMOS.	ET) RECEIVER NO. 8 DESTRUCT DIABLE	& DESTRUCT DIABLE APPEARED TO BROP OUT THREE TIMES AT APPROXIMATELY 148 SEC	THREE TIMES	T APPRO		
BIBTEN EFTECT-LOSS OF REDUNDANCY.	DUMBANCY.					
WHICH EFFET-COMPOSITE	WEMICLE EFFECT-COMPOSITE RESCREDULED. POST-COMPOSITE TESTING RESULRED.	NS REGULAED.				
CORRECTIVE ACTION-REPLAC	CORRECTIVE ACTION-REPLACED AN INTERMITENTLY MACHIDED COAKIAL CABLE.	IAL CABLE.				
						_

SENERAL DYMANICS CONVAIR DIVISION

15 JUN 1986

DIFFICUATIES REVIEW-RANGE BAFEIY COMMAND BYSTEM-AIRBORNE

٤,

STSTEM BUB-STSTEM	TEST/ACPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	313E 119E D1F	# 6 # 5	VENDOR NAME VENDOR PART HO	
RANGE SAFETT CONNAND-A/B ANTENNA, COUPLER, PECET VER	90-16-026 NFCEI VER-DIODE	FAR E7-34013-:	46	E 13	£ 8	YES AVCO	
FAILURE MODE-SMORT-ELECT F WHEN SIGNALS MERE TRANS TED DIODE TYPE BIBC.	FAILURE MODE-SMORT-ELECTRICAL, CHRING COUNTDOMN OPERATIONS TH' RECEIVER FAILED TO INITIATE THE AUTOWATIC FUEL CUTOF F UMEN SIGNALS MERE TRANSMITTED. EXACT CAUSE OF FAILURE COULD NOT DE DETERMINED. PROBABLE CAUSE OF FAILURE 18 A SMOR TED DIODE TIPE 418C.	IS TH' RECEIVER FALLED MAD NOT DE DETERMINED	TO INITE.	TE THE A	UTOW.	TIC FUEL CUTOF LUME IS A SHOR	
CORRECTIVE ACTION-GOC M	CORRECTIVE ACTION-SDC REQUESTED VENDOR TO INTENSIFY INSPECTION SURVEILLANCE OF INCOMING CONFORENTS, ESPECIALLY TYPE 618C DISDES.	ICTION BURYZILLANCE OF	INCOMING	COMPONEN	78, 6	SPECIALLY TYPE	
RANGE SAFETT COMMIND-A/B ANTENNA, COUPLER, RECELVER	98-18-023 RECEIVER	FAR E7-34023-1	3E 601004	E	ă õ	TES ANCO	1
FAILURE HODE-FAIL TO OFF CHATIC FUEL CUTOFF MEN :	FAILURE HODE-FAIL TO CHERATE AT PRESCRIBED TIME-DURING COUNTDONN PROCEDURES THE RECEIVER FAILED TO INITIATE THE AUT CHATIC FUEL CUTOFF WHEN SIGNALS WERE TRANSMITTED.	XMIDOM PROCEDURES TH	E RECEIVES	FAILED	£	ETIATE THE AUT	
CCRRECTIVE ACTION-NO COS	CORECTIVE ACTION-NO COPRECTIVE ACTION SINCE FAILURE NO BOT CONFIRMED AND THE CAUSE OF THE PAILURE WAS NOT ESTABLE	HOT CONFIDED AND THE	to see a	INE PAIL	3	NS NOT ESTABLE	·
RANGE SAFETY COMMO-A/D ANTENN, COUPLER, RECEIVER	AA60-0108/75-502-00-03 RECELYCR	126	%€ €01003	22	5 5		***
FALLICE MODE-FAIL DURING 1 DESTRUCT 34STEN FALLED, TRANSMITTED, SUBSESCENT T	FAILUCE MODE-FAIL DURING OPCRATION, DURING THE FIRST SEQUENCE OF COMMAND TESTS & 1/19TH AMP FUSE IN THE COMMAND HON I DESTRUCT SYSTEM FAILED, DURING THE SECOND THE COMMAND NO.1 RECEIVER FAILED TO REGISTER AFCO MADE THE FUNCTION MAS TRANSMITTED. SUBSECUENT TESTANG COLLD HOS REPORT ELTHER PROBLEM.	IDICE OF COMMING TESTS 3.1 RECEIVER PAILED TO IQBLER.	A 1/16TH REGISTER	APE FUSE AFCO WAS	# # # # # #	ME COMMIND NO. FUNCTION MES	
DISTEN EFFECT-NUE.							
WONTELE EFFECT-NOME.	WHICLE EFFECT-HOME.						
SAME WELL COMMINGAGE ANTENNA CONTERNACEMENT	A480-0100/73-502-00-03	į	34.	s	ត្ត ខ		
FAILURE WOOE-FAIL GRAING	, que inc oftra fick. During second fibt a 1718 aff fibe 18 thand ma, i destruct system pained, rec To recister afto imen it has transmitte. Meetings fricting causes both products.	eele app fung is come. I. Miceista Failung sa	NASO BOTH	DESTRUCT PRODUEDOS		En FAILED. REC	<u>ــــــــــــــــــــــــــــــــــــ</u>
BOSTER EFFECT-EPOSTE OF	applied eppecimientel greeffich, buterlitzen principa in manke bafist begeinen.	IN NAME BATSTY RECEI	Ś			,	
MAINE SPECT-COMPAND AND WAS AND	th pelated and exchibilists, additional merons of test would -67 mental the 1410 finglish. Test Ter menunculated of the pecellish.	Enimeron of terimo	RD:03 B	MAY THE	9	PROBLEMS. TEST	
						Past 8889	

CENTRAL DYNAMICS CONTRAIN DIVISION

13 JUN 1968

3737EN 314-8737EN	TESTABLICAT NAMELER	DIF BATA SOURCE PART MARCE	MENIOLE OF	STE PRE	WENTELE SETT PRE WINDOW MANE BATE DE TE DES WINDOW PART NO	
CONSECTIVE ACTION-NEMACE THE RECEIVED IN NO.		1 STANDA. MENIN WENTERS PROPER OPERATION OF "TPLACENCIAL LINEAL.	OPERATION	OF "TPLACENG	HT 1764.	•
RAISC SAFETE COMMID-AND MATCHWICOUPLERINESEEPER	AEBD-0611/FC-6C3-67-077 PECEI WD8	COMPORT TE-TACTORY	770 \$600:13	88		į
FAILURE HODE-FAIL TO OPE B HOT OCCUM.	FAILUME HODE-FAIL TO CHEBATE AT PRESTRIBED TIME. THE FIRST RDC BEHNEMEE OF THE WECO, AFTO AND DESIMUNT PUNKTIONS DI HOT OCCUM.	IN ROC BENEDICE OF TH	E NECO, AFC	UPTE3C ONE O	CT PURCTIONS DI	
STATEM LFFECT-INFROMES BISCRETE SIGNALS	PISCRETE SIGNALS					
MENICAE EFFECT-COUNTROLA	WENIGGE EFFECT-COUNTDOWN OR COMPOSITE DELAYED OR RE-BOREDALED. POST-COMPOSITE TESTING REQUIRED.	DULED. POST-COMPOSITE	TESTING RE	euras.		
RANGE SAFETY COMMIND-BAB ANTERNA, COUPLER, RECEIVER	AE60-011/FC-4C0-02-07P RECEL VERA	COMPOSITE-FACTORY	770 800908	33		4010
FAILURE MODE-FAIL TO OPE	FAILURE MIDE-FAIL TO OPENATE AT PRESCRIBED TIME, AMPC MELAY DELAY PICKUP TIME WAR OUT OF TOLENAME.	RAY DELAY PICKUP TINE	WAS OUT OF	TOLERANCE.		
SYSTEM EFFECT-OPERATION TOO LONG	Too LOM.					
MEMICLE EFFECT-COMPOSETE	VEHICLE EFFECT-COPPOSITE DELATED. FOAT-COPPOSITE TEATING RESURED.	FEGUIRED.				
CORRECTIVE ACTION-REPLAC	CORRECTIVE ACTION-REPLACED MODULATION SEMENATOR.					
RANGE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECEIVER	96-11-024 RECEIVER-DIODE	FAR E?-34013-1	7750 \$00902	E1R YES	TES ANCO NO	į
FAILURE MODE-FAIL TO OPE PF LACH STEMALS MERE TRAN	FAILURE MODE-FAIL TO OPERATE AT PRESCRIDED TINE-DURING CHECKOUT RECEINUR FAILED TO INITIATE THE AUTOMATIC PUEL CUTO Y UMEN STÉMALS WERE TRANSMITTED, FILTEN DIODE, GIGC: WAS RESPONSIBLE FOR THE FAILURE.	DECKOUT RECEIVER FAIL. RESPOYSIBLE FOR THE I	PAILED TO INSTA THE FAILURY.	ATE THE AUTO	MIC PUEL CUTO	
CORRECTIVE ACTION-60/C H	CORRECTIVE ACTECY-60/C HAS REGUESTED THE VENDOR TO INTEHBIFY THYPECTION SURVENILLANCE OF INCOMING COMPONENTS.	MIFT INTECTION SURVE	ILLANCE OF	INCONTING COP	POICHTS.	
RAMEE SAFETT COMMIND-A/B	AE60-0359/FC-4C0-01-079 NECET VENS	CORPOST TE-PACTORY	730 800 708	Q1 Q1 52		\$0 \$0 \$0
FAILUKE MODE-FAIL TO OPERATI EXTINELY MENE MOT GENERATED.	FAILUKE MODE-FAIL TO OPERATE AT PRESCRIBED TIME. THE AFCO AND DESTRUCT FUNCTIONS EXPECTED AT AS AND 35 ALCONDS RESP Etively mere mot generated.	O AND DEBTRUCT FUNCTIO	NO EXPECTE	D A7 25 AND	15 atcords res-	
STRIEN EFFECT-INFROPER BIRCRETE BIGNELS.	DISCRETE SIGNALS.					
WHICLE EPPECF-COMPOSITE	WENICLE EFFECT-COMPOSITE DELAYED. FOST-COMPOSITE TESTING REBUIRED.	. REBUTRED.				
CORRECTIVE ACTION-REPLACED	ED INTERNITION WOOLATION SCHERATOR IN ASK.	ATOR IN AGE.				
					\$ Dess	
						: ا

19 JUN 1866

DIFFICULTIES REVIEW-RANGE SAFETY CONNAND SYSTEM-AIRBORNE

3737EM 310-8737EM	TEST/REPORT MANGER FAILED COMPONENT MANG	DIF DATA BOURCE PART HUMBER	VEHICLE DATE DIF	817E 170E 01F	PRI VENDOR MANE OTH VENDOR PART NO	
RANCE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECEI VER	AE60-0537/PE-40E-00-E7 RECEIVER	FIGT	£70 600627	35.5£	VE &	*
FAILURE MODE-ELECTRICAL SWORT, - WHEN HFC IBLY FROM 88 TO 38 PERCENT IBW AND REMAI WO. 1 MFCO 316MAL WAS SWORTED TO GROAND.	FAILURE WODE-ELECTRICAL SYORT,-WHEN WEGO SIGNAL WAS RECEIVED AT MISSILE, RSC RECEIVER NO. 1 AGC VOLTAGE DROPPER RAI IDLY FROM 88 TO 38 PERCENT 18W AND REMAINED UNTIL THE WEGO SIGNAL WAS TERNIMATED, TELEMETRY DATA INDICATED RECLIVER WO. 1 WECO SIGNAL WAS SWORTED TO GROUDD.) AT MISSILE, RSC R IGHAL MAS TERMINATE	ECEIVER NO D. TELEMET	P. S ACC I	VOLTACE BROPPEN RAF INDICATED RECLIVER	
SYSTEM EFFECT-LOSS OF RE	REDUNDANCT.					
WENICLE EFFECT-NOMEFUM	UNCTION COMPLETED BY REDUNDANT RECEIVER AND ASSOCIATED CIRCUIT.	ER AND ASSOCIATED C	IRCUIT.			
CORRECTIVE ACTION-UNKNOWN TPUT MIRE TO GROUND.	CORRECTIVE ACTION-UNKNOWN-LAB TESTING MAS INITIATED AND FAILURE MODE WAS SIMPLATED BY SMORTING THE RECEIVER HFCO OU Put wire to ground.	LURE MODE WAS SIMUL	ATED BY SM	ORTING TO	NE RECEIVER HFCO OU	
RAMEE SAFETY COMMIND-A/B AMTEMMA, COUPLER, MECET WER	98-18-021 Receiver-capacitor	FAR 7-36000-621	\$3500 9	25	YES NO	2 2
FAILURE MODE-ELECTRICAL S TRANSMITTED. THE CAUSE T. THE CAUSE OF THE CAPACE	FAILURE MODE-ELECTRICAL SMORT, DURING BYSTEN CHECKOUT CHANNEL CHE FAILED TO ENERGIZE WHEN THE APPROPRIATE BIGHAL WA S TRANSHITTED. THE CAUSE OF FAILURE WAS A SMORTED BYPASS CAPACITOR, C-729, IN THE CHANNEL CHE RELAY AMPLIFIER CIRCUI I, THE CAUSE OF THE CAPACITOR FAILURE COALD NOT BE DETERMINED.	EL ONE FAILED TO EN ACITOR, C-729, IN T D.	ERGIZE WE	N THE APP.	ROPRIATE BIGNAL NA NY AMPLIFIER CIRCUI	
CORRECTIVE ACTION-SINCE RSC RECEIVER, 60000, THERE WAS NO CORRECTIVE ACTION.	RSC RECEIVER, P/N AD 319400, MAS BEEN PMASED INTO SERVICE AND MAS REPLACED RECEIVER P/N 7-3 TIVE ACTION.	EN PMASED INTO SERV	ICE AND HA	S REPLACE	ID RECEIVER P/N 7-3	
RANCE SAFETY CONNAND-A/B ANTENNA, COUPLER, RECEIVER	AEGO-0487/FC-ACO-03-027 RECEI VER	COMPOSITE-FACTORY	£70 \$0050\$		1C3 10	\$600
FAILURE MOE-FAIL TO OPE	PERATE AT PRESCRIBED TIME, AFCO 1 AND MFCO 1 BIGNALS DID NOT OCCUR AT THE PROPER TIMES. Discrets account.	MECO 1 BICHALS DID	NOT OCCUM	AT THE !	HOPER TINES.	· - · ·
WHICLE EFFECT-COMOSITE	WENICLE EFFECT-COMPOSITE RESCHEDULED. COMPOSITE RE-TEST RESULMED.	UIRED.				
CORRECTIVE ACTION-RECEIN	WEN REPLACED.					
RANGE SAFETT COMMAND-A/B ANTENNA, COUPLER, RECEIVEP	AECE! VER	COMPOSITE-FACTORY	3E 6004R7		7£3 80	
PATLURE MODE-OUT OF TOLEI CH DESTRUCT SIGNAL.	FAILURE HODE-OUT OF TOLERANCE-A LOW VALUE OF AGC VOLTAGE (TIM DTV) WAS EVIDENCED FOR VARYING DURATIONS FOLLOWING EA H DESTRUCT SIGNAL.	LA DTVI MAS EVIDENC	50 POR YAR	TIM OUR!	TIONS POLLOWING EA	
STSTER EFFECT-OPERATION	100 104.					
WALCLE EPPECT-COMPOSITS	te delayed, betento on a statem level required to smow proper operation.	. RECURSO TO PROP		441 <u>8</u> .		

GENERAL DYNAHICS CONTAIR DIVIDION

11 JUN 1006

DIFFICULTIES REVIEW-RANDE SAFETY COMMAND SYSTEM-AIRBORNE

VEHICLE BITE PRI VENDOR MANE DATE DIF TIME DIF OTH VENDOR PART NO	037900	4ED 7Es 997850	S MILLISECONDS MINIMUM DELAY AFTER				48D ETR YES AVCO 600316 NO AD31940004K1	ESTROYED REVERSE RESISTANCE CHARACT ON WHEN SIGNALS WERE TRANSMITTED.		54D ETR NO 0057446	DLY FAILED TO EXTINGUISH THE INDICA NOT CONFIRMED BY AMALYSIS. IT WAS C THE CANISTER.	RRECTIVE ACTION.	425 ETR TES AVCO 605300 NO ADSISSOREI	NE JF SECTION HAD BEEN DAMAGED BURZ CUTOFF AND AUTOMATIC FUEL CUTOFF 3	
DIP DATA BOUNCE VI		COMPOSITE-FACTORY OF	IAN THE EXPECTED 12!			IN NEW RECEIVEN.		NCTION BREAKDOM DI RL CUTOFF INDICATION	OFEIT.	129-000	E RECEIVER REPORTER . THE FAILURE WAS I	D. PHERE WAS NO COF		M DICOE: 806, IN TO LE FOR MANUAL FUEL	
TEBYREOUT MUMBER DIF DATA BOUNCE VEHICLE FAILED CONFORCH MAME PART MUMBER DATE DI	IND REVERSED. 1 WAS REPLACED.	AEGO-0339/FC-4CO-01-62 RECEIVER	FAILURE MOE-OUT OF TOLERANCE. DESTRUCT NO.2 PICKED UP LESS THAN THE EXPECTED 125 MILLISECCHOS MINIMUM DELAY ENOVAL OF TONE CHANNEL S.	DISCRETE BIGHML.	t rescribuld.	CORRECTIVE ACTION-RECEIVER REPLACED. COMPOSITE TEST RESUIRED ON NEW RECEIVER.	98-18-018 RECELVER-DICOE	FAILURE MODE-FAIL TO CREBATE AT PRESCRIBED TIME-A PERMINENT JUNCTION BREAKDOMN DESTROYED REWENSE RESISTANCE CHANACT Eristics in a dione causing the Camister to Fail to Give the Fuel Cutoff indication when signals were transmitted.	S MAINTAINING SURVEILLANCE OF THIS CONPONENT.	96-10-020 FAR	S OPERATION. DURING SYSTEM CHECKOUT, THE RECEIVER REPORTEDLY FAILED TO EXTINGUISM THE INDICA E CHANNELS WERE OPERATED SIMULTANEOUSLY. THE FAILURE MAS NOT COMFIRMED BY AMALYSIS. IT WAS C ED FAILURE OCCURNED AS A RESULT OF CONDITIONS EXTERNAL TO THE CANISTER.	THE CAUSE OF FAILURE MAS NOT DETERMINED, THERE WAS NO CORRECTIVE ACTION.	86-10-015 RECEI VER-0100E	FAILUME MODE-FAIL TO OPERATE AT PRESCRIBED TIME-A DISCRIMINATOR BIODE, 896, IN THE 1F SECTION MAD BEEN DANAGED BURT ME INSTALLATION, THERETORE, THE RECEIVER BAYE THE EXECUTE SIGNALS FOR NAMIAL PUEL CUTOFF AND AUTOMATIC FUEL CUTOFF I MTERMITTENTLY WHEN THE MODULATION CHANNELS NERE OPERATED.	
3787EW 849-3737EM	CORRECTIVE ACTION-COMMAND	RANCE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECEI VER	FAILURE MODE-OUT OF TOLER REMOVAL OF TOME CHAMBEL 9.	BYSTEM EFFECT-IMPROPER DE	WENICLE EFFECT-COMPOSITE	CORRECTIVE ACTION-RECEIVE	RANCE SAFETY CORNAND-A/B ANTENNA, COUPLER, RECEIVER	FAILURE MODE-FAIL TO OPES ERISTICS IN A DIODE CAUSIS	CORRECTIVE ACTION-GDC 18	RANGE BAFETY CONTAND-A/B ANTENNA, COUPLER, RECEIVER	FAILURE MODE-FAIL DURING TOR LIGHTS WERN ALL THREE ONCLUDED THAT THE REPORTED	CORRECTIVE ACTION-SIME	RANGE SAFETY CORNAID-A/B ANTENA, COUPLER, RECEIVER	FAILURE MODE-FAIL TO OPER MS IMSTALLATION, TMENETORE MTERMITTENTLY MACH THE MED	

GENERAL DYNAMICS CONVAIR DIVISION

13 JUN 1986

DIFFICULTIES REVIEW-RANGE BAFETY COMMAND BYSTEM-AIRBORNE

3737EM 348-8737EM	TEST/REPORT MAGER FAILED COMPORENT NAME	DIF DATA SOURCE PART WUNDER	VENICLE CATE DIF	SITE PRI		VENDOR MANE VENDOR PART NO	
CORRECTIVE ACTION-60/C 1	IS MINTAINING SURVEILLANCE OF THE	THIS COMPONENT.					6,000
RANGE SAFETY CONTAIND-A/B ARTENNA, COUPLER, RECETVER	FTA6560/P1-401-00-4E RECEI VER	717	034 035 7000	11 7205	ž 8		
FAILURE MODE-FAIL DURING THE RSC TEST, POST TEST I TOMES 1 OR E.	F OPERATION. RSC NO. 1 INVESTIGATION REVEALED	WOULD NOT DECODE THE AUTOMATIC AND MAMMAL FUEL CUTOFF SIGNALS DURING THAT BIGNALS WOULD NOT BE DECODED UNLESS TONE S MAS RECEIVED PRIOR T	IN MARKEL	FUEL CUT	8 PEC	ICHALS DURING EIVED PRIOR TO	
SYSTEM EFFECT-OPERATION	DOES NOT BIART.						
VEHICLE EFFECT -NOIC.							
CORRECTIVE ACTION-CANIST	CORRECTIVE ACTION-CANISTER REPLACED AFTER TEST.						
RANGE SAFETY COMMID-A/B ANTENMA, COUPLER, RECEIVER	F78489/P3-4CO-01-44 RECEIVER	CONFOSITE-B FACT	446 600113	13 7E	ភិទ		407
FAILURE MODE-ERRATIC OPE BETWEEN 154 AND 158 SECON MICROWALTS BEGAN REACHIN	FAILURE MODE-ERRATIC OPERATION, RSC RECEIVER NO 1 AGC LEVEL REMAINED CONSTANT AT 900 MICROVOLTS UNTIL 154 SECONDS. Betheem 154 and 158 seconds. Level Fluctuated from 230 to 300 microvolts. At 158 seconds a gradual increase from 500 Microvolts becam reaching 2,500 microvolts at 102 seconds. Level was complant after that.	L REMINED CONSTANT DD MICHONOLTS. AT 11 LEVEL WAS CONFTANT	AT 900 HIGH NA SECONDS AFTER THAT	GOVOL TS A GRADUA	4 19C	154 BECONDS. REASE FROM 500	
SYSTEM EFFECT-INFROPER A	AMICOS SIGMAL. AGC LEYEL MAS PLUCTUATING BETHEEN 154 AND 102 SECONDS.	MTING BETIEEN 154 AI	0 162 MCC	208			
WEMICLE EFFECT-NOME.							
CORRECTIVE ACTION-LHKINDA	i						
RANGE SAFETY CONMIND-A/B ANTENNA, COUPLER, RECEIVER	F78488/P1-4C0-01-42 RCE1 VER	CONFOSTITE-B PACT	420	=	ភូទ		
FAILURE HODE-OUT OF TOLE RANGHISSION.	CHANCE. TELEMETRY INDICATED A DECREASE IN REC NO 1 RECEIVER ASC LEVEL DURING MFCO AND APCO T	ABE IN RBC ND 1 RECE	11VER ABC 1	EVEL DUR	į	700 AM AFCO T	
SYSTEM EFFECT-OPERATION CO SIGNALS MENE RECEIVED.	TOO LOW. TELEMETRY INDICATED DECREASE IN REC NO. 1 ASC LEVEL BY 9 PCT 1844 WHILE APCO AND ME.	ARE IN REC NO. 1 ABS	: רבאבר פא	# K	3	LE APCO AND NF	
VEHICLE EFFECT-NOIE.							
COARECTIVE ACTION-URRIDIAL	.						
RANGE SAFETY COMMAND-A/B ANTENNA, COUPLER, RECEIVER	AZN-27-464/PC-4CO-08-51 RECEIVEN, RELAY-AUTOMATIC FUEL CUT OFF	COMPOSETE-PACTORY	910 600104	FACTORY	ភូទ		
FAILURE MODE-FAIL TO CEA	FAILUME MODE-FAIL TO CEASE OPCRATION AT PRESCRIBED TIME. THE AUTOMATIC FUEL CUIOFF FUNCTION BID NOT RESET AS SPECIF En busins the composite test, langesteation indicated a possible melay Halpumction in the command receives no. P. CAN	HE AUTOMATIC FUEL CL	1000 PURC	10x 010	5	ISET AS SPECIF	

CONVAIR DIVISION

13 JUN 1968

DIFFICULTIES REVIEW-RANGE BAFETY COMMAND SYSTEM-AIRBORNE

	DIFFICULTED MEVICA-KANGE BAFF	REVIEW-RANGE BAFETT COMMAND STRIEM-AINBORNE	INDONE			
8767EE	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUNBER	VEHICLE SITE PRI DATE DIF TIME DIF OTH	317E PRI	VENDOR NAME VENDOR PART NO	
19TER. THE CANTSTER MAS R	S REPLACED AND POST-COMPOSITE TESTING WAS CONDUCTED TO VERIFY PROPER OPERATION OF	MAS COMBUCTED TO VE	HET PROPER OF	ERATION 0	F THE SYSTEM.	******
SYSTEM EFFECT-OPERATION	ON BOES NOT START. RELAY MANG-UP PREVENTED RESET OF AUTOMATIC FUEL CUTOFF FUNCTION.	NTED RESET OF AUTON	NTIC PUEL CUTC	FF FUNCTI	ŧ	
WENTELE EFFECT-COMPOSITE	WEMICLE EFFECT-COMPOSITE DELAYED. POST-COMPOSITE TESTING REQUIRED TO SHOW SATISFACTORY SYSTEM OPERATION.	BUIRED TO SHOK BATE	FACTORY BYSTE	H OPERATI	ŧ	
CORRECTIVE ACTION-REPLACED RSC RECEIVER NO.E.	ED RIC RECEIVER NO. E.			i		
RANGE SAFETY COMMAND-A/B	96-18-010 RECEIVER TUBE, ELECTRONIC	FAR 7-36000-817	11 002188 891200	ş ö		003744
FAILURE MODE-ELECTRICAL COMBINATIONS INDICATED 1 E FAILURE.	FAILURE WOCE-ELECTRICAL SHORT. WHILE PERFORMING TESTS SIMULATING STSTEM OPERATION, THE RESPONSE TO THE VARIOUS TOME COPENATIONS INDICATED THAT TOME FIVE MAS MALFURCTIONING. INTERNAL SHORTING OF VACUUM TUBE VTOT WAS THE CAUSE OF TH FAILURE.	ATING BYBIEN CHERAT NTERNAL BHORTING CF	ION, THE RESPY VACUUM TUBE V	MAE TO TH	E VARIOUR TONE NE CAUBE OF TH	
CORRECTIVE ACTION-SD/C WILL CON	CORRECTIVE ACTION-50/C WILL CONTINUE TO MORITOR THIS ITEM. THE RSC CANISTER IS ERUIPPED AT GDC WITH A LORD VIBRATIO I ISOLATOR FOR ADDED PROTECTION.	THE RISC CANISTER IS	EQUIPPED AT (DC WITH A	LCRD VIBRATIO	·
RANGE SAFETT COMMAND-A/B ANTENNA COUPLER, RECEIVER	FTA6049/PZ-301-00-11 RECEI VER	ž	11C 12/ETR 990014	TR YES		83586
FAILURE MODE-OUT OF TOLE DICATIONS WERE OBSERVED I OMEVER, ANDIVER CARRIER IN DESTRUCT FUNCTIONS.	FAILURE MODE-OUT OF TOLERANCE. WHILE IN BAFE CONDITION ON EXTERNAL FOMER, MANUAL FUEL CUTOFF AND DESTRUCT SIGNAL IN DICATIONS WERE OBSERVED IN THE BLOCKHOUSE FROM THE REC RECEIVER NO. P. THE COMMAND CARRIER WAS NOT ON AT THE TIME, H OMEVER, ANDTHER CARRIER WAS RADIATING AT A FREMUNCY O MEGACYCLES ANNY FROM LIC ASSIGNED FREGUENCY AND UNS TRANSMITT ING DESTRUCT FUNCTIONS.	I ON EXTERNAL FORER, MANUAL FUEL CUTOFF AND DESTRUCT SICHAL IN RECEIVER NO. E. THE COMMAND CARRIER WAS NOT ON AT THE TIME. H REGACTICLES ANNY FROM 11C ASSIGNED FREGUENCY AND WAS TRANSMITT	AL FUEL CUTOFT AND CARRIER WASSIGNED FREE	T AND DEST IS NOT ON IUDICT AND	AUCT SIGNAL IN AT THE TINE. H WAS TRANSMITT	
SYSTEM EFFECT-SMPROVER E	SYSTEM EFFECT-IMPROFER DISCRETE SIGNALS. MANUAL FUEL CUTOFF AND DESTRUCT SIGNALS MERE INDICATED MACH NONE SMOULD DE Present.	AND DESTRUCT STAND	18 NERE 1107C	TED MACH	36 gmost 36M	
VEHICLE EFFECT-NOME.						
CORRECTIVE ACTION-UNKNOWN.	•					
RANGE SAFETY COMUND-A/B ANTENNA COUPLER RECET VER	FTA5061 /P1 -400-02-11 RECEI WOR	COSTOS 11E-8 FACT	11D 11 580711	ğ		***
PAILURE MODE-ERRATIC OPE P MANGER E LIGHT ON THE R	OPERATION. WHEN RECEIVER 2 WAS TRANSFERRED FROM INTERNAL TO EXTERNAL FORER THE SUBTAINER CUTOF RE RESIEDS PANEL ILLUMINATED MOMENTARILY. SUBSECUENT CHECKS DID NOT DUPLICATE PROBLEM.	PRED FROM INTERNAL RILY, BUBBEGUENT CH	TO EXTERNAL PO	MER THE S	UBTAINER CUTOF	
BYBICH EFFECT-IMPROPER A	is aurice blowle. Incorpect ofto blowl during sec poner transfer to external.	L DURING ASC PONTR	PRANSPER TO EU	TERMAL.		
WHICH EFFET-WOIE.						
CORRECTIVE ACTION-DIAINE	JAKED RECEIVER MARKER E.	-				

GENERAL DYNAMICS CONVAIR DIVISION

15 yes 1866

PICULIES REVIEW-RANGE SAFETY COMMAND SYSTEM-AIRBORNE

STOTAL STOTAL	TEST/REPORT NUMBER DIF DATA BOUNCE VEHICLE	DIF DATA BOUNCE	VEHICLE 917C	3176	PRI VENDOR MANE	
RAMCE SAFETY COMMIND-A/B	AZH-27-290/FC-4C0-03-17	COMPOSITE-FACTORY	2.0		168	***
AN LEWIS SCHOOL STATE OF THE PARTY OF THE PA	MICE OR AND		315005	3		
	UTERALE AL PRESENTORD LIME, NO DEBINUE! CUITO! CR CUITO! NAS NECETUED FROM MECETUEN MO	10 B 10 B	E B	NECE IN	D FROM MAKES WAN IN	
SYSTEM EFFECT-LOSS OF NE	REDUNDANCY. RECEIVER ND. 1 FAILED TO GENERATE DESTRUCT AND CUT-OFF COMMANDS.	GENERATE DESTRUCT AI	D CUT-OFF	COMMAND	4	_
WENICLE EFFECT-COMPOSITE RESCHEDULE.	RESORDIA E.					
CORRECTIVE ACTION-RECEIV	CORRECTIVE ACTION-RECEIVER REPLACED. BYSTEN RETEST AND PARTIAL COMPOSITE RETEST PEAFORNES.	IAL COMPOSITE RETES	PEAFORNE	ċ		
RANGE SAFETY COMMOND-A/B ANTENNA, COUPLER, RECEIVER	FTA4560/ P2-48N- 03-04 Receiver	CONFOSTIE-B FACT	4C 500114	21	7E8 110	982712
FAILURE HODE-OUT OF TOLE 2. BOTH RECEIVERS USE A C	TOLERANCE. THE RF INPUT SIGNAL LEVEL FOR RECEIVER NO.2 MAS ABOUT ONE-HALF THAT FOR RECEIVER NO.	RECEIVER NO. 5 1418	ABOUT CHE	MT 7141-	T POR MECETYCA NO	
BYSTEN EFFECT-OPERATION	ON 700 LOW.					
WHICLE OFFECT-HOME.						
CORRECTIVE ACTION-UNKNOWN.	•			;		
RAINE SAFETY COMMID-A/B ANTENNA, COUPLER, RECEIVER	2h-7-457/FC-3CO-02A-07	CONTO TE-FACTORY	7. 961208		22	94004
FAILURE MODE-OUT OF TOLE	FAILURE MOSE-OUT OF TOLERANCE. MFCO AND DESTRUCT WAS INDICATED 0.5 DEC AFTER ACTAVATAON OF TONE CMANNOM, 1 ME,AND BIS ANDACATED DUE TO A DEFECTIVE ASE MODULATION GENERATOR.	IED 0.5 BEC AFTER A	T+VAT+ON	0F TORE (HANNES 1 12,AND 5	
SYSTEM EFFECT-IMPROPER DISCRETE SIGNALS.	ISCRETE SIGNALS.					
WENICLE EFFECT-COMPOSITE	WENICLE EFFECT-COMPOSITE DELAYED. SPECIAL PETEST (RECOMBING) INDICATED SATISFACTORY OPERATION.	INDICATED SATISFAC	TORY OPER	ATION.		
CORRECTIVE ACTION-RSC SU	SUBCARRIER HODULATION SCHERATOR (AGE)	LAGE) WAS REPLACED.				
RAME SAFETY COMMUD-A/B ANTERMA, COUPLER, RECEIVER	F7A4242/P3-201-00-08	PRF	016098	13/ETA	768 80	
PATLINE MODE-OUT OF TOLE RY HEASURENEYS FOR RANGE	FAILURE MODE-OUT OF TOLEGANCE. THE EMUTDOM BIGMAL FROM EMGINE TIMER TO EMGINE RELAY BOXES WAS REPLECTED ON TELEMET RY MEASUREMENTS FOR GAMEE SAFETY COMMIND CUTOFF OUTPUTS, DUE TO COMMON WIRTING.	INC TINER TO ENGINE TO COMMON WIRTHG.	RELAT BOW	¥ :	PLECTED ON TELEME	
STATEM EFFECT-IMPROPER B. CUTOFF MEASUREMENTS.	PROCESS BIOMALD. THE EMBINE CUTOFF DIGHAL WAS REPLECTED IN THE RANGE LAFETY COMMIND STATEN	HEMAL WAS REPLECTED	IN THE R	NIEK BAT	TT COMMIND STREET	

GENERAL DYNAMICS CONVAIR DIVISION

15 JUN 1946

DIFFICULTIES REVIEW-RANGE BAPETY COMMAND SYSTEM-AIRBORNE

	913270	27.52.22			09940			**				
OTH VEHOOR MANE			ERO 5 BCC. AFTE	ECTIVE ACTION U		WILT-IN MOLD O			NO TREDSTRATE			
		5 S	10 to	E SOS	5 6	38.		ž 8	83	Ė		
11 E 01F	MLS.	14/ETR 5	D RECEIVED DROPPED ONY LEVEL	STATEN. AND PONEI RING.	11 -10740			11 /ETR	E SAFETY 7 COMMAN	7LOT CUT	CATIONS.	
VENICLE DATE DIF	IONEOUS BIG	340904	ETY COMAN EASURENENT) BATISPACT URENENT DY	IT COMMING CANISTER DETATION WI	96 96	UND CHECKS		58 5 6062 0	ED ON RANG	CTED AUTOR	1944L 1101	
DIF SATA SOURCE PART NUBER	TRY TO PREVENT CR	116	THE NO. 1 RAWEE BAI HOLCATED BY THIS ! STUTHED TO PREVIOUR	TRY AND RANGE SAFT NETY COMMIND NO. 1 ENCUT IN INSTRUM	COLATIDOAN	FANGE SAFETY CON FLAY IN COUNTDOM HS.		وكاو	PROCRAIGER APPEAL AY BOKES AND THE I	NEABURDIENTO RETLE	REYENT ERROREOUS !	
TEST/REPORT NUMBER FALLES COMPONENT NAME	TURE CANISTERS HAD DESIGN FIX IN CIRCUITRY TO PREVENT ERRONEOUS BIGHALS.	FTA4252/F4-E01-00-00 RECEIVER	FAILURE MODE-ERRATIC CRERATION. INTERMITTENT CREDATION OF THE NO. 1 RAMGE BAFETT COMMAND RECEIVER WAS INDICATED BY AN MEASUREMENT DROPPED TO ZERO 9 SEC. AFTE EMBINE SHAPE DAY DARING ENGINE SHAPE TO SEC. AFTE EMBINE SHAPE SO SEC. AFTER EMBINE SHAPE SHAPE TO SEC. AFTER EMBINE SHAPE S	WENICLE EFFECT-WOME. CORRECTIVE ACTION-TROUBLESHOOTING OF TLM MEASURENEM CIRCUITRY AND RANGE SAFETY COMMIND SYSTEM. CORRECTIVE ACTION U KNOCH. FLIGMT REPORT FTALESS INDICATES A DIFFERENT RANGE SAFETY COMMIND NO. 1 CANISTER AND POMER SUPPLY MENE PLOMM. COALD MANE BEEN CAUSED BY A RISE SYSTEM PROBLEN OR A SHORT CIRCUIT IN INSTRUMENTATION MIRING.	FTA4£00/F1-£03-00-58 FUSE	FAILURE MODE-FAIL DURING OPERATION. FUSE IN POD BLEW DURING RANGE SAFETY COMMIND CHECKS. BYSTEM EFFECT-IMPROPER DISCRETE SIGNALS. WENICLE EFFECT-COUNTDOWN DELAY. PROBLEM CAUSED CONTINUING DELAY IN COUNTDOWN TABRS. REQUIRED ENTIRE BUILT-IN HOLD O 40 MINUTES PLUS 19 ADDITIONAL MINUTES TO CATCH UP METH TABRS.	•	FTA4184/F1-E02-00-09	POLERANCE. CUTOPF SIGNAL PROM AUTOPILOT PROGRAMMER APPEARED ON RAINSE SAFETY COMMIND TELEMETERED THE TO COMMON WIRING BETHEEN ENGINE RELAY BOXES AND THE RAINSE SAFETY COMMAND CANISTERS.	ER DIRCHETE AIGHALS. RRC COTOFF RIGHAL NEABURDIENTA REFLECTED AUTOFILOT CUTOFF.	CORRECTIVE ACTION-PUTURE CANIBIERS MAD CIRCUIT CHANGED TO PREVENT ERROMEOUS SITUAL INDICATIONS.	
8781EH 846-8751EH	CORRECTIVE ACTION-FUTURE	AMPERINA COUPLER, RECEIVER	FAILURE MODE-ERRATIC OPERAT TEM PEASUREMENT DTV DURING E R ENGINE START, 30 SEC. AFTE SYSTEM EFFECT-ERRATIC OPERA 1 MECEIVED SIGHAL STRENGTH.	WONICLE EFFECT-WONE. CORRECTIVE ACTION-TROUBLE NEWDAN, FLIGHT REPORT FTA COALD MAYE BEEN CAUSED 8	RANGE SAFETY COMMIND-A/B ANTENA, COUPLER, RECE! VER	FAILURE MORE-FAIL DURING BYSTEN EFFECT-INFROMER DO WEMICLE EFFECT-COUNTDOING F 60 MINUTES PLUS 19 ADDI	CORRECTIVE ACTION-LIBERIGIDA.	RAINE BAFETT COMMIND-A/B	FAILUME MOSE-OUT OF TOLES CUTOFF MEASUMENENTS DUE '	STORE EFFECT-IMPROPER OF	CORRECTIVE ACTION-PUTURE	

15 JUN 1866

	DIFFICULTIES REVIEW-RAIM	DIFFICULTIES REVIEW-RAING SAFETY COMMIND SYSTEM-AIRBORNE	A IRBORNE				
3737EN \$18-3737EN	TESTARFORT MUBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	817E TINE DIF	E E	VENDOR MANE VENDOR PART NO	
RANCE SAFETT COMMIND-A/B	8 2N-7-617/FC-ECO-01-1E	CONFOALTE-PACTORY	126 360618		5 Q	• •	***
FAILURE MODE-FAIL DURING MERE INI'IATED.	ING OPERATION-THE WECK AND DESTRUCT PUNCTIONS REMAINED ON FOR 1 SECOND AFTER THE OFF COMMINDS	KT FUNCTIONS REDAINED ON	1 FOR 1 BEC	OID AFTER	Ä	rr common	
STSTEM EFFECT-INPROPER DISCRETE SIGNALS.	A DISCRETE SIGNALS.			٠			
WENTCLE EFFECT-COMPOSITE	ITE RESCHEDILLED. CONFOSITE RETEST MAS PERFORMED.	T MAS PERFORMED.					
CORRECT VE ACTION-LINE OR REPL. (E THE LAGE)	CORRECT WE ACTION-LINENDAR, MOMENER ON MOST FUTURE MISSILES THE CORRECTIVE ACTION FOR SIMILAR PROSLEMS MAS TO REPAIR OR REPL.CE THE (AGE) MODULATION SENERATOR.	BILES THE CORRECTIVE ACT	ION FOR BIE	ILAR PROB	ו שפוו	MS TO REPAIR	
RANGE SAFITY COMMIND-A/B ANTEMA, CUMPLER, RECETUER FAILURE HODE-FAIL OURTING	B FTAZBEP/PZ-1CO-01-16 COMPOSITE-B FACT 16A 12 NO SPOADA NO SPEADACA NO SPEADACH NO SPEADACH TO THE PROFESSELY TO THE	COMPOSITE-B FACT	164 500404 ITLY FAILET	18 TO REMO	3 3 3 3 3	PERLY 10 160	25000
SYSTEM EFFECT-OPERATION	ON TOO LATE. RISC SIGNALS NEME NOT BEING DECODED AT PROPER TINE.	F BEING DECODED AT PROPE	t TIME.				
CORRECTIVE ACTION-SUBSEQUENT TESTING T OF THE THRESHOLD RELAY IN THE CANIST	DUENT TESTING IN THE CANIS	SHONED INPUT SIGNAL TO RECEIVER HO.1 HAS BELOW HINIMUM REQUIRED CAUBING DROPOU TER. RECEIVER RESPONDED PROPERLY MITH PROPER INPUT.	BELOW HIND PER INPUT.	MUN REGUT	7 032	UBING DACPOU	
RANGE SAFETY COMMOND-A/B ANTENNA, COUPLER, RECEIVER	9 20-7-493/FC-1CO-03-14 3 RECEIVER	COMPOST TE-PACTORY	14A 971014		2 0		8
FAILURE MODE-FAIL TO	FAILURE MODE-FAIL TO CPERATE AT PRESCRIBED TIME, DESTRUCT AND ENGINE CUTOFF BIGNALS WERE NOT EVIDENT FROM 34.8 TO 4 1.8 AND 41.6 TO 48.5 SECONDS, CPERATION WAS BATILIFACIONY THENEGATTER.	NUCT AND EMBINE CUTOFF BI IY THENEMFTER.	IGHELS MEN	: NOT EVID	ē Ö	0 2s 70 4	
SYSTEM EFFECT-INFROPER DISCRETE SIGNALS.	IR DISCRETE SIGNALS.						
WENTCLE EFFECT-NONE. NO	NO RETESTING WAS PERFORMED.	•					
CORRECTIVE ACTION-NOIG.	E.						
RANGE SAFETT COMMIND-A/B	B DF-544/1A-104-05-02A	CAPTIVE	24 570703	0.04	3 6		015000
FAILURE MODE-PREMATURE OPERATION AMBIENT INTRODUCED BY LANDLINES.	FAIL/ME MOCE-PRENATURE OPERATION. AN UNEXPLAINED DESTRUCT SIGNAL WAS RECEIVED BY MET 1 AT 0.04 DECOMDS. POSSIBLE TA MASIENT INTRODUCED BY LANDLINED.	IUCT BIONAL WAS RECEIVED	DV 867 1 /	17 0.04 BE	* G80):	POSSIBLE TR	
SYSTEM EFFECT-IMPROPER DISCRETE SIGNALS.	R DISCRETE SIMMLS.						
WENICLE EFFECT-NONE, NO	NO DEBTRUCTOR UNITO.						
CORRECTIVE ACTION-INV	COARCCTIVE ACTION-INVESTIGATE SUBCEPTIBILITY OF RBC BYBTEM TO OTHER AIRBORNE DISCRETES, SUCH AS TWOSE SENERATED SV GIOANCE SYSTEM.	IDTEN TO OTHER AIRBORNE I	DI DCRETED.	BUCH AB 1	3604	GICAATED BY	
						PART 0043	_

(現場の) (日本の) (日本の

CONVAIR DIVISION

では、「「「「「」」では、「「」」では、「」」では、「」」では、「」」では、「」」では、「」」では、「」」では、「」」」では、「」」では、「」」では、「」」」では、「」」」という。「」」という。「」

CONVAIR DIVILION

MENICLE SITE PRI VENDOR NAME DATE DIP TIME DIP OTH VENDOR PART NO DIFFICUATIES PEVIEW-RAND BAPETY COMMIND SYSTEM-AIRBORNE DIF BATA BOURCE PART HAMBER TESTARCHOST MUBER FAILED CONFORMS MAIN STRTEN BUB-BTBTEN 11 198 1168